

NEW U. S. MINT

SEE PAGE 9

INSIDE TRACK

SAFETY · COURTESY · SERVICE
MARKET STREET RY. CO.

MAY 1937

Vol. 16 No. 5

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO, CALIF.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

EARL G. RYAN, Editor W. B. FARLOW, Art Editor J. H. MENTZ, Official Photographer

VOL. 16 MAY, 1937 NO. 5

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Good Will

Every business concern in existence today, recognizes the value of "Good Will" as necessary to the success of that business. "Good Will" may be described as the total of that intangible good relation between the patron and the Company. It is a friendly and sympathetic attitude of that public toward the Company. It may be said that "Good Will" is "what the other fellow thinks of you!" if what he thinks is good. The YOU in this case is being the employee, who meets and has dealings with the public.

Good will is built up over a long period of time and is based primarily on friendly relations. These relations must be courteous and considerate of the needs and demands of the patron. Good and regular service are important to prove the good intentions of the Company. Delays should be reduced to a minimum and regular headways maintained, wherever possible. A friendly smile, careful and intelligent answers to questions, clear and concise information, in answer to queries about our service, are all Good Will builders.

Neatness and cleanliness add so much to that first impression and often pave the way for other friendly patrons. The little things we do, in consideration of others, to make their ride more pleasant, make lasting impressions.

A friendly smile, a pleasant greeting, in fact, any one of the many possible pleasantries, or courtesies which we can do, build up a bond of friendship, which also make the day's work lighter.

The responsibility rests on the shoulders of every employee, whether he be a platform man, a clerk, an office worker or a laborer. We each have meetings with people, and it is our duty to make these meetings as pleasant as possible. Thus we build Good Will for the Company and for ourselves.

No Apology

The man who is always neat and clean, both in mind and body, has no apology to make to anyone for his appearance. He has confidence in himself and in his dealings with others. He knows that he is entitled to respect, and his passengers respond accordingly. He treats everyone with consideration and receives the same treatment from others. Those, who have not read the editorial in last month's issue of Inside Track, should do so now. It is filled with helpful ideas and suggestions. Follow these simple rules and you will have no regrets, NO APOLOGIES.

Study the pictures on Page 3 of this issue for details and results.

Notice to Trainmen

On May 23, 1937, we will have our first uniform inspection. All trainmen are requested to present a neat appearance in a regulation uniform of 20-ounce Oakes cloth or 18-ounce blue wool serge. Black shoes, white or gray shirt, dark blue or black necktie—four-in-hand or bow tie as desired. It is our intention to eventually make the gray shirt standard.

This has been brought about by several complaints from our patrons upon the untidy appearance of some trainmen.

This inspection will be followed by regular monthly inspections.

Please show our patrons that you know how to keep clean and neat.

A. W. BROHMAN
Vice President
In Charge of Transportation.

May 7, 1937.

MARKET STREET LINES

Whenever it becomes necessary for cars to turn back at the crossover located on Market Street, between 2nd and Sansome Streets, it is desirous of having passengers so notified before your car leaves 2nd Street, where they can board another car going to the Ferry.

A. W. BROHMAN
Vice President
In Charge of Transportation

April 20, 1937

In Memoriam

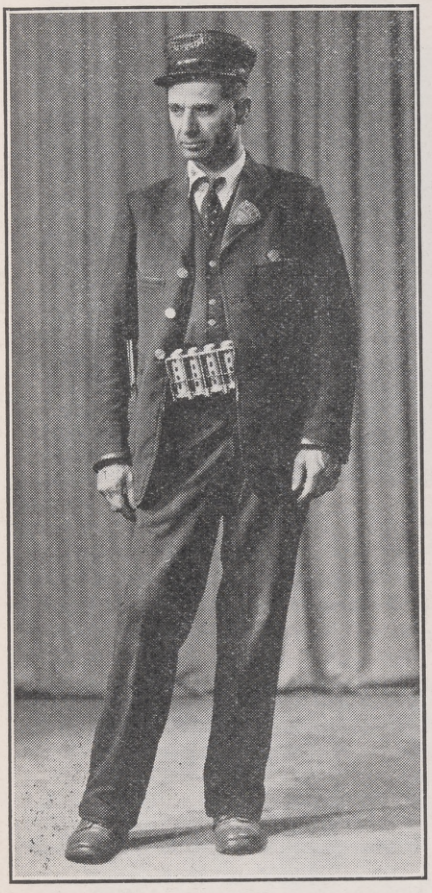
George A. Jewitt
1853-1937

We regret exceedingly the need of recording the passing of Mr. George A. Jewitt, Dispatcher, Washington and Mason Division, on March 28, 1937.

Jewitt was born in New Hampshire on March 7, 1853 and came to California as a young man. He took a job on the Hayes Valley line as a driver in 1887, but this was for a short time only. He returned to the railway on July 3, 1882 to remain until his retirement on pension February 1, 1937.

The faithful service rendered by Jewitt brought promotions at intervals until in April 1894 he was appointed day dispatcher of Washington and Mason Division. He held this job until his retirement. When he completed fifty years of continuous service on July 3, 1932, Jewitt was awarded a gold medal, set with a diamond, by President Samuel Kahn. At the time of his retirement no one thought that Jewitt's active days would draw to a close so soon. He leaves a host of friends who mourn his passing.

Study in Contrasts



Louie?



Bill?

We are indebted to Conductor F. W. C. Smith, of Oak and Broderick Division, for the above pictures showing the Right and Wrong dress for trainmen.

At the left is pictured a typical "Louie," unshaven, unbrushed, tie on crooked, shabby clothes, shoes not shined, a very "Don't give a damn" expression.

Now look at "Bill" on the right and check up on the reasons for the change. "Bill" looks O.K. to anyone—a pleasant smile, not forced or overdone, his dress is immaculate from head to foot. His cap clean and polished, on straight, even the "Conductor" emblem is straight, coat and trousers clean and pressed, shoes clean and shined, all buttons on coat and vest.

Yes, you must admit that "Bill" knows his stuff and is the kind of conductor you would like to meet. And "Bill" is the kind of trainman our patrons admire.

Golden Gate Bridge Completed



Actual driving of the "Golden Rivet" with Riveter Ed Stanley driving and Ed Murphy bucking. At the left, in the straw hat, is Mayor Angelo J. Rossi. At right, in light hat, is Charles H. Segerstrom, of Sonora, who donated the 16 ounce gold rivet. Extreme right is Supervisor Arthur M. Brown on crutches, who is chairman of the Golden Gate Bridge Fiesta. In the immediate background, at right, are the three little ladies, Shirley Brown, Patricia Ann McClary and Laurita Gomez, representing the United States, Canada and Mexico, respectively, symbolic of the linking of these three countries by the completion of the Golden Gate Bridge.

Driving the final rivet—a 16-ounce gold rivet—made up a ceremony officially commemorating the completion of the Golden Gate Bridge, largest structure of its kind in the world. Your Editor witnessed this event, April 27, 1937, just a month before the official opening of the Bridge to traffic.

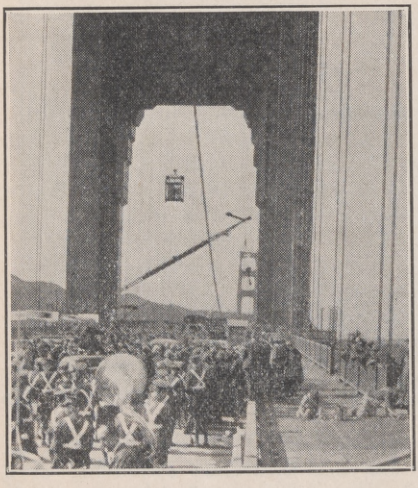
Elaborate preparations were made, City officials gathered, news reel cameras and reporters, from all corners of the country, were present, a radio hook-up, together with a loud speaker for the crowd in attendance, were all on the job.

The Safety Committee of the Junior Chamber of Commerce attended as a unit, by special invitation from the Bridge Fiesta Committee. We found many things of more than ordinary interest. The thrill of crossing the bridge is beyond the power of words to describe. Walking over the Golden Gate will soon be commonplace but those who go over this Bridge will always remember their first trip over. The accompanying pictures bear record of this historic event.



Safety Committee of the San Francisco Junior Chamber of Commerce. This picture was taken from the center of the main span, looking south toward San Francisco.

In the picture, from the left, are Earl G. Ryan, Editor, Inside Track, Market Street Railway Company, Allen L. Sutter, Charles E. Ruggles, Committee Chairman, Herbert D. Fifield, Guy C. MacDonald and Wm. F. Zech, Jr.



Looking north across the Golden Gate Bridge—location of the "gold" rivet is on the East curb, opposite the fourth suspender ropes, south of the San Francisco main tower. Sidewalk paving is in progress, light fixtures are rapidly being placed and clean-up crews are busy making ready for the final opening May 27 and 28.

Remember the dates and invite your friends and relatives to the opening of the world's largest suspension span, the Golden Gate Bridge. Open to pedestrians only, Thursday, May 27, 1937, 6:00 a.m. to 6:00 p.m. Open to vehicles Friday, May 28, 1937. Ceremonies for this event are scheduled for 11:30 a.m. and the actual opening for 12:00 noon. Our Fillmore car No. 22 direct to the Marina within easy walking distance of the Lombard Street approach and Crissy Field ceremonies.

Who's Who Among Probationers

MOTORMEN

One gripman and four motormen passed their final probation examinations Tuesday, April 27, 1937, at Instruction Hall.

Gripman O. D. Parker, Washington and Mason Division, takes "top place," passing 100 per cent on the check list and equipment tests over four competitors.

Complete list below. 100% ers in heavy type.

28th & VALENCIA	SUTRO	WASHINGTON & MASON
Cook, C. W.	Bryant, C. E.	**Parker, O. D.**
	Woods, W. J.	
	Grimm, M. E.	

Standing by Divisions

Washington & Mason	100.0%
Sutro	98.5%
28th and Valencia	97.6%
	98.7%

CONDUCTORS

Eight probation conductors passed their finals Tuesday, April 27, 1937.

J. J. Simpson, McAllister Division, holds first place, having the highest average on the three tests.

Complete list below.

McALLISTER	SUTRO	WASHINGTON & MASON
Simpson, J. J.	d'Aix, C. L.	Mannion, T.
Clymer, C. D.	Compton, J. T.	
Mackie, J. D.		
Boterenbrood, J.		
Miller, J. K.		

Standing by Divisions

Sutro	92.7%
Washington and Mason	91.9%
McAllister	84.7%
	89.8%

Life Insurance Week

It has been announced that Life Insurance Week will be observed this year from May 17 to 22.

It is fitting that a period of observance should be given to so basic an institution. Nowhere else in the world has life insurance ownership even approximated that enjoyed in the United States—measured either by totals or by the average holdings of individuals. We lead every other nation by a tremendous margin.

As a result, the American people have erected a strong bulwark against future adversity. They have achieved a large measure of "social security" through their own thrift, foresight and work. That is a matter for national pride.

Praise for Medical Department

"I cannot praise too highly, the kindly, thoughtful, humane, scientific and professional services rendered by Doctors James H. O'Connor, Earl N. Greenwood, Robert Allen, and Miss M. Kyne, and the accommodations rendered my sister (Erin Casey) would have been beyond the reach of a person in moderate financial circumstances. In fact, no matter what the financial cost, it would be impossible to receive any better treatment, either personally or professionally, and I sincerely hope that the services as rendered by your wonderful Medical Department will not go unappreciated, and will receive due support from the employees of your organization."

John J. Casey, Lieutenant,

San Francisco Police Department.

* * *

San Francisco Junior College Ground Breaking



Ground breaking for the first building on the site of the San Francisco Junior College Campus took place on Sunday, April 25, 1937. A large crowd attended this celebration (above the white hat) just as he lifted the first shovelful of earth.

Mr. Archie J. Cloud, President of the S. F. Junior College, Leo J. Holly and many other dignitaries and public citizens were present.

This new campus is located in Balboa Park and is served by the Number 12 and 26 White-front cars.

Excerpts From Letters to Market Street Railway Company

Real Estate Association of San Francisco, Inc.:

"On behalf of the Real Estate Association of San Francisco and the Associated Home Builders, I wish to thank you for the co-operation given during Better Homes Week. The window cards displayed have brought favorable comment from a large number of Real Estate Brokers, and the general public, on the progressive attitude of your Company in matters of public interest."

* * *

San Francisco Public Schools Week Committee:

"Your co-operation in displaying the Public Schools Week posters is gratefully appreciated, and we take this opportunity of extending to you our thanks for your courtesy."

* * *

Retail Furniture Association of California, Inc.:

"The member stores of the Retail Furniture Association of California, participating in the recent "San Francisco Home Furnishings Style Show," are deeply appreciative of the generous and effective cooperation accorded this promotional event by you in the printing and hanging in the cars of your company, the San Francisco style show announcements. We feel that the success of the undertaking was largely due to the splendid cooperation extended by you and your Company as well as the daily newspapers."

* * *

The San Francisco Society for the Prevention of Cruelty to Animals:

"I wish to express the sincere appreciation of the San Francisco Society for the Prevention of Cruelty to Animals, for your splendid cooperation in aiding us to publicize "Be Kind To Animals Anniversary." The side window cards in your cars and busses are, in my opinion, one of the "top spots" for getting a message to San Franciscans. That the Market Street Railway should take interest in the humane education of the public is, to my mind, most commendable."

* * *

Golden Gate International Exposition:

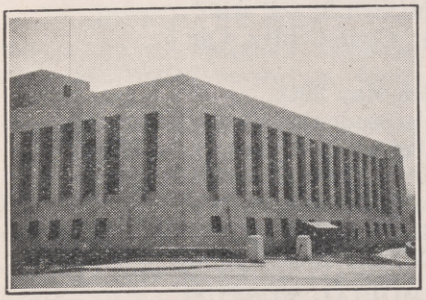
"The writer wishes to express his gratitude to the Market Street Railway Company for devoting the Company side window signs to the Golden Gate International Exposition finance campaign for an entire week recently and wishes to acknowledge the helpfulness and cooperation of your Mr. Earl Ryan."

* * *

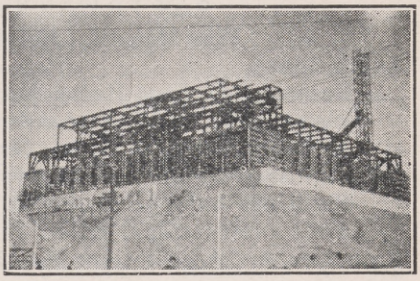
San Francisco Junior Chamber of Commerce:

We wish at this time to thank you for your cooperation in the publicizing of Army Day. Your assistance in drawing this event to the attention of the people, is greatly appreciated, and we believe will result in a friendly and cooperative spirit between the civilian and military population of our community.

On the Cover—New Federal Mint



As the Mint looked when the steel work was finished and concrete pouring began —as seen from Market Street.



From the corner of Buchanan and Hermann Streets, showing the vehicle entrance at left and exit at right.

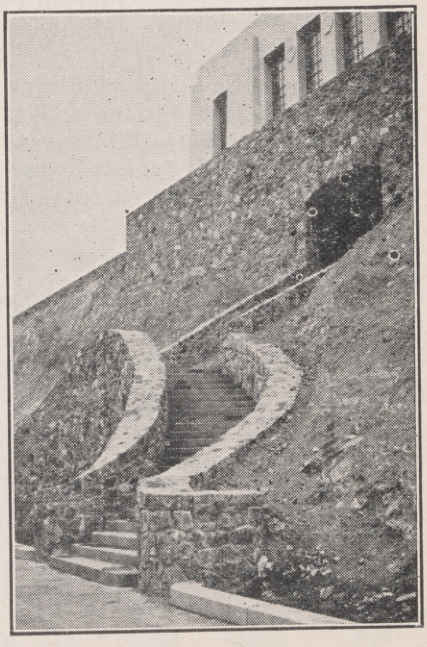
San Francisco's new One Million Dollar Federal Mint, located in the block bounded by Buchanan, Herman, Webster and Duboce Streets and facing Market Street at the Buchanan-Duboce corner, is scheduled to be dedicated on May 15, 1937. It required eighteen months to build. Work was started in November, 1935.

Unlike most building excavation, the work on the Mint site consisted of cutting or blasting the top of a small mountain of rock down to the level of the main floor and excavating in solid rock for the vaults. Later this same rock was cut up with air hammers, drills and blasted for use in the rock walls around the building and the stone steps leading up from Duboce Street on the south.

All the U. S. Mint activities formerly carried on in the Old Mint Building at Fifth and Mission Streets will be moved into this new, modern structure.

Six White Front Car lines serve the new mint. The Numbers 6, 7 or 17 cars on Haight Street, Numbers 22 or 24 on Fillmore and Number 8 on Market Street.

We hope the Federal authorities will arrange to open the new Mint to visitors so the many residents, as well as thousands of tourists, who desire, may see how money is made.



Close up picture of the Duboce Street entrance showing stone stairway and rock wall above.

Program of Events

SAN FRANCISCO MUSEUM OF ART
War Memorial Building, Civic Center, Car 5

Exhibitions

Paintings by Karl Hofer, May 6th-May 30th.
Watercolors by Richard Allman's Students. May 9th-May 22nd.
Paintings by Earl Loran. May 12th-May 30th.
Paintings by Abel Warshawski. May 12th-May 30th.
Paintings by John Gutmann. May 12th-May 30th.
First International Salon of Photography. Sponsored by the San Francisco Art Association. May 16th-June 13th.

M. H. DeYOUNG MEMORIAL MUSEUM
Golden Gate Park, Cars 5, 21
Open Daily from 10 a.m. to 5 p.m.

Exhibitions

Trails of Steel, through the South and West. An exhibition of photographs by Roger Sturtevant and David Stover. Sponsored by the Southern Pacific Company. May 1st-May 31st.

Indian Pottery of the Southwest. From the collection of Mr. Lee L. Stopple. May 1st-May 31st.

CALIFORNIA PALACE OF THE LEGION OF HONOR
Lincoln Park, Cars 1-2
Open daily from 10 a.m. to 5 p.m.

Exhibitions

The trend in Easel Paintings. Opening May 3rd.

Memorial Exhibition of Water-colors and Drawings by Simeon Pelenc. Opening May 15th.

Exhibition of Sculpture by Patrocino Barela, together with A Group of Color Plates executed by Artists of the Federal Art Project. Opening May 15th.

Remittance Record

APRIL, 1937

Division	April	March	Rank in March
McAllister	59	51	1
Valencia	72	53	2
Sutro	75	79	3
Mason & Washington	88	100	5
Fillmore	97	107	6
Oak & Broderick	98	92	4
Geneva	138	129	7
Twenty-fourth	139	151	9
Third	144	145	8
	103	102	

Very little change in the line-up of money counters for the month of April. Oak and Broderick moved down from fourth to sixth place and Third Street dropped into last place, relieving Twenty-Fourth Street.

Items of Interest

SOME MAY DATES

May 4, 1888: Sprague's overhead electric trolley started in Richmond, Virginia.

May 6, 1670: Regular bus service in Paris started under the patronage of the Crown of France.

May 18, 1911: First long distance telephone line from New York to Denver, Colorado, was opened. This sounds foolish to the short wave (D.X.) fan of today.

May 10, 1879: The last spike was driven in completion of the first transcontinental railroad.

May 13, 1880: Edison's electric train attained a speed of 20 miles per hour.

May 15, 1918: First air mail route in the world, between New York City and Washington, D.C. was established today.

May 21, 1927, Charles A. Lindberg's memorable flight from New York to Paris, completed today. Newspapers yesterday ran headlines of "The Flying Fool" attempting the impossible. Today they paid homage to a new hero.

May 24, 1883: Brooklyn Bridge, the world's largest traffic span was opened to traffic in New York City.

May 26, 1886: First electric street railway was operated at Appleton, Wisconsin, today.

A Mother's Love

A Mother's love — how sweet the name!
What is a mother's love?
A noble, pure and tender flame,
Enkindled from above,
To bless a heart of earthly mould;
The warmest love that ne'er grows cold;
This is a mother's love.

—James Montgomery.
(swiped from Two Bells, Los Angeles, Calif.)

Ordinances calling for the removal of Calvary and Laurel Hill Cemeteries have been prepared for consideration by the Board of Supervisors. It has been estimated that the opening of the cemeteries to commercial development will place about $2,000,000 worth of property on the assessment rolls.

Water-borne commerce at San Francisco was back to normal during March for the first time in six months, according to reports of the Marine Department of the San Francisco Chamber of Commerce. The number of vessels reported in and out amounted to 927 or a gain of 250 over the previous month.

STOP! LOST BADGES

The corrected list of Lost Badges given below should be clipped and pasted in your trip sheet holder, for ready reference. Each badge recovered is worth $5.00 to the finder.

Turn badges in at Room 719, 58 Sutter Street, Transportation Department office, and receive your reward.

Inspectors

24	65	75

Motormen and Conductors

38	830	1397	2028
75	872	1423	2031
76	909	1495	2091
82	981	1502	2149
96	1001	1504	2222
101	1065	1554	2234
130	1077	1588	2276
195	1162	1629	2291
235	1176	1690	2323
449	1178	1694	2329
524	1219	1719	2356
538	1232	1776	2463
549	1272	1885	2555
551	1291	1886	2559
576	1300	1895	2627
597	1312	1923	2762
600	1368	1976	2779
603	1387	2005	

The City Railway, operating in Dayton, Ohio, is said to be planning changing over one of its four divisions from street cars to trolley coaches. Nine coaches will be necessary to make this change.

Shreveport Railways of Shreveport, Louisiana, has placed an order for three additional trolley coaches, making a total of forty-four of these vehicles on their system.

Pittsburgh Railways are making plans and arrangements to have a total of 201 P.C.C. cars in service on base schedules as soon as their orders can be filled. The Los Angeles Railway will have a fleet of 140 of these cars when present orders are delivered.

Plans for the proposed San Francisco Junior College have been presented to the Mayor. They call for the immediate construction of a control unit to cost some $700,000. Nearly two thousand junior college students are now housed in eleven buildings in various parts of the city.

Sixty-five per cent more tourists visited San Francisco and the Bay Area in 1936 than in 1935 and they spent 33 million dollars, or an increase of 13 million dollars over the preceding year, according to Californians, Inc. In Northern California, including the San Francisco Bay Area, 1,318,635 tourists spent the record-breaking sum of $78,220,499. The increase in the number of visitors amounted to 26 per cent.

The Pan American Clipper recently pioneered a new route from the San Francisco Bay Area to New Zealand, a distance of seven thousand miles, in four days. The flight was made in four stages. The stops were Honolulu, Kingman Reef, Pago Pago and Auckland.

April has a particular significance in the development of Pacific aviation by Pan American Airways. On April 16, the company celebrated the second birthday of the first flight between San Francisco and the Orient. On April 20 Pan American Pacific. April 21, the first mail and express from the United States to China was to be inaugurated, and on April 29 a similar eastbound service between Hong Kong and the United States will start. April 28 the first air passengers will leave San Francisco on a flight to China.

A fifteen hour and twenty-three minute schedule between San Francisco and New York will be established by United Air Lines on May 10, cutting one hour and fifteen minutes from the present flying time.

Effective May 1, United Air Lines will inaugurate a $149.50 fare between San Francisco and New York, a reduction of $10.05. The fare to Chicago will be $105.

Traffic on the San Francisco-Oakland Bay Bridge jumped to 766,315 vehicles during March and revenue from tolls amounted to $401,975. Traffic during February totaled 667,536 vehicles and tolls collected amounted to $248,009. Between November 12, 1936, the opening date of the bridge, and March 31, 1937, 3,344,210 vehicles crossed the San Francisco-Oakland Bay Bridge.

San Francisco has 3,560 employers and 375,245 employes registered as subject to the Unemployment Reserve Act, according to the chief of the State Division of Unemployment Reserves.

The Treasury Department reported recently that employers and employes paid $63,268,000 in social security taxes in January and February wages. It has been estimated that approximately $324,600,000 will be collected from this source by the end of the fiscal year.

Over a million more passenger automobiles were registered in this country in 1936 than in the previous record year of 1929. The number was 24,168,000. The increase in the past three years has been well over three and one-half million.

* * *

A Negro preacher, introducing a white bishop, to his Church:

"We have with us today a man, who knows the unknowable, who can speak the unspeakable and who can unscrew the unscrutable."

* * *

A tramp walked up to a man and said, "Mister, give me a dollar".

The man said, "You are very presumptuous, sir, asking me for a dollar or for any particular amount. If you would ask me to give you something, even a dime or a quarter, that would be different, but you are very presumptuous to ask me for a dollar."

The tramp said, "Well, sir, you can give me the dollar or not, just as you please, but you can't tell me how to run my business."

* * *

Benjamin Franklin was only married two weeks when he discovered lightning.

* * *

In the Civil War, both sides were fighting for the Constitution. Of course, the South had the right interpretation; but the North got the decision. A man down in Tennessee said that the Southerners wouldn't fight to hold the negroes in slavery and the North was fighting to free them but as both were fighting over the Constitution, the Lord freed the slaves.

It takes only a few minutes to get to the hospital but a long time to get back.

Dictated But Not Read
(Providence (R.I.) Bulletin)

Miss Caroline O'Day, representative at large from New York, says that some things that shouldn't have got into her letter opposing President Roosevelt's Supreme Court proposals because she dictated the letter but didn't bother to read it afterwards.

Ho, ho! Do we know about that, Miss O'Day! Just take this letter, Miss Carthorse:

Dear Mr. Catgut (the louse):

We are glad (like the devil we are) to make good the loss of glass ward which you say (but you can bet your dirty neck that we'll check on you) was destroyed through packing. (Faulty packing! Does that cockroach think we don't know how to pack glass?)

The first rule of our firm is service (and you'll pay good and plenty for it, too, you body louse) to the customer. Please let us know if this shipment comes through O.K. (And if you sever an artery on any more glass you break, that will be O.K., too.)

That'll be all, Miss Carthorse.

Yes, Mr. Sinus.

Sign it. I won't bother to read it.

And there are Mrs. Sinus' letters, too, Miss O'Day. She dictates 'em too. Please take a little note, Miss Greenfeather.

Dear Aggie (she gives me the creeps):

Can you come to dinner on the eighth? (I've tried everybody else.) Marshall and his family will be here from Australia. (What Marsh ever saw in you is beyond me. Maybe it'll be beyond him, too, when he sees you this time.)

Marsh was always so fond of you (Lydia got your number though) so the party won't be complete without you. Do come if you possibly can. Love (huh).

Jessie.

Fortunately Jessie has a high priced secretary. My word, Miss O'Day, if she hadn't.

Safety the Watchword

"Those of us whose incomes are derived entirely from our own earnings would have little chance of leaving what is even a modest estate were it not for the various forms of savings," says the Boston Traveler.

"The forms are several and good. Particularly useful is life insurance.

"Safely the insurance companies rose out of the worst depression the world has ever known. Never could this brilliant performance have been possible were it not for the care exercised in the investments made by the great companies. . . ."

As the president of a large life insurance company recently said, the thought continuously in the mind of insurance officials is the certain fulfillment of the contract with the policyholder. Safety is the eternal watchword.

Drivers, not vehicles, make the no-accident record.

A New National Landmark

Commenting on the world's greatest bridge that stretches for eight miles between San Francisco and Oakland, George D. Smith, manager of the Mark Hopkins Hotel, which stands on San Francisco's famous old Nob Hill, overlooking the bay and pioneer landmarks, says:

"The $70,000,000 bridge is one of man's greatest achievements for public convenience. It is a fitting testimonial that there is no failure in the vision of a people who are carrying on the traditions of enlightened progress which the pioneers of '49' left for them to follow."

* * *

"A study by the Twentieth Century Fund reveals the fact that there are 175,000 different tax collecting units in the United States. The problem of overlapping taxation and double taxation as a result of this system is a serious and baffling one." —New York Times.

Complaints

APRIL, 1937

DIVISION	Discourtesy	Fares	Transfers	Inattention	Total April	Total March
Turk and Fillmore	0	0	0	0	0	0
Third	0	0	0	0	0	0
Sutro	0	0	0	0	0	0
Geneva	0	0	0	0	0	3
Washington and Mason	0	0	1	0	1	0
McAllister	1	0	0	0	1	1
Twenty-Fourth	0	0	0	1	1	2
Twenty-Eighth	1	0	0	1	2	1
Oak and Broderick	0	0	0	2	2	7
	2	0	1	4	7	14

Three Divisions made a zero score on complaints this month and that helps bring the average down for April. If we can keep this up in the future, we can make a very good showing during the 1937 year.

As Others See Us

Conductor C. O. Anderson Receives Praise For Acts of Courtesy



Yesterday afternoon, April 12th, I rode on Car No. 937 of the No. 5 line; the conductor of which was No. 1101. He was especially courteous and handled his car very well.

One particular act of courtesy that impressed me was as follows: A lady passenger boarding the car on Market Street dropped her fare on the platform and the 5c piece rolled off the platform into the street on the blind side of the car. The conductor held the car, opened the gate on the blind side, and picked the nickel up off the street and handed it to the lady.

At the State Building, this same conductor helped an elderly lady off the car.

I believe that such acts as these should not go unnoticed on the part of the management.

Yours very truly,
L. V. Newton,
Vice-President.

* * *

Inspector R. J. Hayton is Thanked for Courtesy



We are in receipt of a commendation and letter of thanks to Inspector R. J. Hayton for recovering a suitcase, left on a Polk and Larkin car and the prompt return to the owner, Miss Arlene Callahan of 2655 Polk Street.

Miss Callahan appreciates the fine courteous consideration accorded her by Inspector Hayton.

Commercial Department.

* * *

Conductor A. H. Breen Commended for Particular Courtesy to Elderly People



President Kahn,
Market Street Railway Company,
San Francisco, Calif.
Dear Sir:

Recently I came to San Francisco to live, and it is necessary for me to use the street car at least twice a day. Frequently I take the car on which employee 261 is the conductor and I have particularly noticed how courteous he is to the public, especially to the elderly people. It is, indeed, a pleasure to ride on his car.

Allow me, then, to take this opportunity to thank you and Conductor 261 for the courteous service that is so graciously extended to the public.

Sincerely yours,
Elizabeth E. Sanchez,
224 Presidio Ave.

INSPECTOR H. G. WILSON AVERTS ACCIDENT BY ALERTNESS



The following letter from Vice President A. W. Brohman, to Inspector H. G. Wilson refers to an incident which occurred on March 25th, last. Wilson was riding on the front platform, standing near the operator, when a child darted across the path of the moving car. Wilson grabbed the controls and stopped the car just in time to avoid what might have been a very serious accident. Witnesses credited him with saving the child's life.

March 27, 1937

Mr. H. G. Wilson, Inspector.
Dear Mr. Wilson:

My notice has been brought to an incident that occurred on March 25th when, through your alertness and presence of mind, what might have been a serious accident was averted.

I want you to know that actions of this kind are greatly appreciated by the Management of this Company and I am taking this opportunity of commending and thanking you for attention to duty.

Very truly yours,
A. W. BROHMAN,
Vice President
In Charge of Transportation.

CHANGE OF SERVICE IS APPRECIATED

Superintendent of Transportation,
Market Street Railway Company,
San Francisco, Calif.
Dear Sir:

Please accept my thanks for the prompt and courteous manner in which you attended to my request for a change in the schedule of the No. 20 Ellis car.

As we stepped out of the Depot at Townsend Street, an Ellis car was waiting for us and at Larkin and O'Farrell Streets, a Polk Street car was only a block away, which we boarded at once. We arrived home exactly sixteen minutes earlier than heretofore. I must let you imagine how convenient that is.

Again thanking you for your courtesy, I am,

Very truly yours,
(Signed) M. L. Wolfsohn,
2444 Van Ness Avenue.

April 15, 1937.

Conductor J. Malerbi Praised for Pleasant and Courteous Service

Dear Sir:

I wish to highly commend the courteous and pleasant service of your conductor wearing Badge 1339 on the car No. 40 down the Peninsula.



I am happy to so advise you, and know too, you will be interested to know we Peninsulans are getting some attention.

Sincerely,
Miss K. Stevenson,
934 South Grant,
San Mateo, Calif.

Motorman I. B. Painter Thanked for Courtesy Extended



Dear Sirs:

I wish to comment on the courtesy I received from the Motorman operating Car 250, Run 6 on the 18th of February.

I was crossing California Street in the middle of the block with my two children, and this young man brought the car to a stop to let me go across.

It is a pleasure to know you have such a fine man working for your corporation.

Sincerely,
Mrs. F. Meininger,
San Francisco, Calif.

A Second for Motorman I. B. Painter—Courteous Manner Wins Commendation

Gentlemen:

I would like to voice my appreciation for the courtesy extended to me by one of your employees, Motorman No. 364 on a No. 2 car on Sunday afternoon, March 14.

Being a visitor in San Francisco and not familiar with the streets, I was obliged to ask this motorman several questions as to how to reach my destination. The information he gave me was most exact, and the manner in which he gave it should be commended.

Trusting you will extend my thanks to this motorman, I remain,

Yours truly,
Harry Fletcher,
Hollywood, Calif.

Motorman A. Baronik Saves a Life by His Quick Action

Dear Sir:



I happened to be riding on one of your cars from the Ferry about five minutes to five on March 23rd (Wednesday). I believe it was a 17 car and a 22 in the window. The man's number was 790, I'm sure.

An old man, say about 70, ran in front of the car and slipped and fell flat on the track as it was raining, and I have never seen a man have two hands working so fast, pulling levers with such a cool and calm way and brought the car to a wonderful stop, saving the old man's life.

I've ridden on this man's car many times and admire the way he handles his car. I wish you would let him know of my appreciation; and thanking you, I am,

Sincerely,
John Bolls,
Southern Pacific Company.

Fare Returned to Conductor V. C. Boyer With Thanks



Dear Sir:

I am sending you the fare which you kindly paid for me on your car on Market Street several weeks ago; also a cigar. I have been away, which accounts for the delay in sending this before.

Many thanks.

E. J. Talbott,
Attorney-at-Law,
Mutual Bank Building.
3-19-37.

The Infant Shelter

One evening in 1871 a San Francisco mother returned to the cheap rooming house in which she lived to find the building destroyed and her two children burned to death. She worked in a nearby factory and had locked the children in the room as she had no other place to leave them.

As a result of this tragedy a small group of young girls started a project which today appears as the Infant Shelter. The project has had many growing pains and has passed through many stages of development in its attempt to meet the changing needs of the community.

The original organization was known as the Little Sisters Infant Shelter and maintained its first building on Minna Street. Here, as the work developed, ninety children were cared for daily. In 1903 the name was shortened to "The Infant Shelter." A year later a fine new home was built on Sherman Street, which was unfortunately destroyed in the 1906 fire. The next home, a remodeled residence housing forty-two children, was established in the Mission district. It was maintained there for twenty-three years until condemned as a dangerous fire-trap. The present splendid fireproof structure was built at 19th Avenue and Ortega Street. The move was made on November 20th, 1929, truly a memorable date in the history of the organization, and here sixty babies from birth to five years of age now make their home.

Originally started as a day nursery, the Infant Shelter soon developed both day and twenty-four hour care. The decreasing day nursery service was finally eliminated in 1918, and in 1922 the Board of Directors entered upon **its present policy of providing emergency care for children whose homes are temporarily broken by illness or other social disaster.** Recently nursery school procedures were established with the aid of the Golden Gate Kindergarten Association, and trained teachers now supervise an adjustable routine of supervised work and play. Here are established worthwhile habits of health and social accommodation affecting the child's future development, when the need for institutional care being over he is returned to his own home or boarded in a foster-home by a child-placing agency.

The problem of financing the Infant Shelter has always been uppermost in the minds of its directors. For years funds were raised by means of parties, balls, carnivals, circuses and horse shows, supplemented by legacies and bequests which always arrived when the need seemed most pressing. The last of the popular New Year's Eve balls—a high light in the social life of the city—was held in 1921, as the next year the Infant Shelter joined the newly organized Community Chest. Whole-hearted in its approval of the new plan for community financing of community agencies, the Infant Shelter directors attribute much of the present modern progress to the fact that time and effort can be given to activities other than money-raising alone. And it has always been a happy thought, that the friends of the institution, whose generous support during the time of the building campaign, made the new home possible, are now maintaining the work through their Community Chest subscriptions.

In Memoriam

Mary Erin Casey

1888 — 1937

Mary Erin Casey, always lovingly called Erin, was born in San Francisco on April 8, 1888, and passed this life on April 26, 1937, after a short illness. She has worked for this Company in the Auditing Department steadily since coming here on December 15, 1919. Her loving character and pleasant smile won her many, many friends, and the employees of this Company who knew her, deeply miss her presence. We extend our sincere sympathy to her bereaved relatives and friends.

* * *

The Bells of St. Mary's were mournful today, for they tolled our final farewell to one of Earth's Angels, who has passed on to her high place among the heavenly throng, leaving her family and friends desolate with loneliness and grief.

We shall sadly miss the many admirable traits of character of our beloved Erin Casey, who endeared herself to all with whom she came in contact. Words are too poor, inadequate tools with which to express the deep sorrow of our hearts and our sympathy with her family and friends outside our office.

We shall miss the spontaneous laughter that expressed her happiness because we were happy; we shall miss the understanding tear that mingled with ours in times of sorrow. We shall miss her Old World air of deferential grace, her beautiful gift of oral expression, the jolly times when she told our fortunes from the teacups, and all the countless other little niceties that were of Erin only.

In the struggle to live, we learn it is futile to struggle against death, when our time for transition has come, so we can only know that—

When our Lord casts upon us, His Divine Death Ray,
Bidding soul to depart from its mantle of clay.
There is naught we can do but His Summons obey,
And let the rest of the world march on.

May our love follow you, Erin, wherever you are.

Orlo Curtice.

* * *

Henry Thomas Jones

1857 — 1937

Mr. Henry Thomas Jones, Inspector, passed this life on May 9, last. It was only a few months ago—December 31, 1936, to be exact—that Mr. Jones and his wife celebrated their fiftieth wedding anniversary, when their friends gathered at their home and wished them many happy returns of the day.

Jones was born in Angelsey, Wales, was married in Wales, and came to America as a young man. He entered the railway business on March 15, 1887, and has been steadily at it until he retired on pension on October 1, 1935. He had been an Inspector since May 1st, 1905, and will be remembered for his many kind deeds and helpful directions.

To his wife, Mrs. Annie M. Jones, his relatives and friends, we extend sincere sympathy.

Superintendent of Equipment Department

By Mrs. Jeannette Sorenson



We are all familiar with the saying "Dog is man's best friend," and now I take the liberty of reversing the saying "Man is dog's best friend," especially is this so of one of our foremen, who owns a Boston bull dog. Just to mention the name "Gee-Gee" causes said foreman to wax eloquent and talk about his little dog. A short time ago it was decided that Gee-Gee needed a new bed, so the request was put through and one evening the door bell of Gee-Gee's home rang and on the door step was found a most marvelous bed, a miniature Louis the Tenth, or it might have been Henry the Eighth, I am not quite sure, very complete with canopy and all, just the same as used by the Irish ancestors of his boss. It seems though, that Gee-Gee did not like beds of ancient vintage, so another had to be made; now he has a very modernistic bed, very complete with all the makings of a comfortable bed. Lucky Gee-Gee.

* * *

We are very glad to note that Mr. Thomas has recovered entirely from his recent illness, and is back with us the same old Tommy. He was very ill for a couple of weeks in the Franklin Hospital, and we were just a wee bit worried, but we shouldn't have been, for you can't kill the Welsh.

* * *

The Riddle

"What is it that you cook on, sit in, and eat?"

"I give up."

"Why, a stove, chair and food!"

* * *

Business Index

"How's business?" a passer-by asked the old scissors grinder. "Fine," he said, "I never saw things so dull."

One of our very old employees, Mr. Zenas Smith, employed as repairman in our overhauling shop, passed away on April 17, 1937, after several months illness. Mr. Smith entered our employ on January 27, 1908, and with the exception of just a few days, worked continuously until he died. To his wife and family, the employees of this Department extend their sincere sympathy.

* * *

After quite a long illness, Mr. Daniel B. Watson, employed as car cleaner at the Third Street Car House, passed away on April 26, 1937. Mr. Watson entered the employ of the company on September 2, 1916, in the Transportation Department and was transferred to this department on January 9, 1927. On February 15, 1937, he was placed on the pension roll on account of illness. To Mrs. Watson we extend our sincere sympathy.

* * *

Correspondence Course Graduate

"My friend laughed when I spoke to the waiter in French, but the laugh was on him. I told the waiter to give him the check."

* * *

Trade Note

"What is Philip doing these days?"

"Running a branch business."

"But who on earth buys branches?"

* * *

Three's a Crowd

"Isn't this rain a bit unusual here in California?" said the tourist.

"Well," said the native, "two rainstorms here are not accounted, and three's a cloud."

Watch your step—falls killed 24,000 last year.

General Office Doings

By MRS. RUBYE MCTIGUE



Morning Prayer

Father, we thank thee for the night,
And for the pleasant morning light;
For rest and food and loving care
And all that makes the world so fair.

Help us do the things we should;
To be to others kind and good;
In all we do, in all we say,
To grow more loving every day.

Kate Douglas Wiggin, 1876

* * *

Miss Dorothy Will Married to Donald Burton at Mission Dolores

In front of a candle-lighted altar at Old Mission Dolores, Miss Dorothy Will and Donald Burton exchanged their nuptial vows at high noon on Saturday, April 10th. The Reverend Father Thomas Byrne officiated.

The bride, who walked to the altar on the arm of her father, Frederick G. Will, was gowned in princess-fashioned white satin made with a long train and a high stitched collar. A narrow band of braided satin held the flowing tulle veil and she carried a sheaf of calla lillies.

Miss Helen Will, her maid of honor, and her other attendants were attractively gowned in redingotes of embroidered white batiste over colored taffeta. The other attendants were Mrs. Orrin Davison, sister of the groom and Miss Jean Coughlin.

The groom was attended by his brother, Grant Burton, and the ushers were Orin Davison and John Harter.

Immediately after the ceremony, the newly married pair received at the Will home before a fireplace screened with lemon leaves, with masses of yellow flowers on the mantel.

Mr. and Mrs. Burton have taken an apartment on Lake Street and will be home following a honeymoon spent at the Hotel Del Monte. We wish this lovely couple all our heartiest congratulations.

Mrs. Burton is the daughter of Frederick G. Will, one of our best loved and deeply respected old timers.

* * *

Visitors of Room 611 are remarking about the charming southern accent of Ada Dible, the secretary. As she was born in Kansas and spent years in Oklahoma, she still carries a marked accent that people never fail to recognize.

* * *

The verses at the head of this column were sung at a breakfast in Fresno recently. The occasion being the convention of the Zonta International Club of San Francisco of which Mrs. Helen Doble is the President.

Helen is one who grows younger by the hour, her great enthusiasm and genuine interest in everyone and everything around her gives her a buoyancy of spirit greatly admired by all.

* * *

Miles Londron was seen wearing the coronation colors on his eye the other day, that is red and blue, but we would never believe that story of the rake, if it were from anybody else but Miles, either.

So What? Department

Our Night Watchman, Gus Ternaben, who lives "on the outsideskirts of town" is back to his "responsibilities" and his "chob" once again. The pains in his "choints"are better and we were especially glad to see him.

Dear old Gus received the merry Ha! Ha! recently when he reported for duty at exactly twenty minutes past four instead of usual well-timed arrival at twenty minutes past five.

Shorty Von Husen is seen once again with his old team-mates of the Drafting Room.

Sadness came in two packages for Rose Mays of the Commercial Department, and we feel deeply sympathetic with her, for she lost both her sister, Mrs. Ann Skidmore, and her brother, T. E. Mays, of Hollister, within a short period.

Bill Borland, formerly of the Auditing Department, is now in the Time Keeper's Office of the Southern Pacific Company. We wish him success in his new venture.

Helen Tuttle, of the Transportation Department, is becoming well known for the tact and courtesy with which she meets the calls for lost articles.

Her knowledge of Spanish also comes in handy with the Mexican ladies, we hear.

Many of us are going to miss the kindly face and quiet manner of Agnes Glamback Harrison, former secretary to the deceased Kingsley Cannon, of the Law Department. We are sorry to hear that she left the employment of the Company but it is our wish that success and happiness follow her footsteps.

Jake Krazno, Relief Night Watchman, is reported better now and getting along fine. His wife, who was also ill, is improving in health as well.

Two bright new faces in the Law Department, Mrs. Edna Tripp, stenographer, and Robert M. Davis, attorney.

We bid these newcomers welcome to this column and hope to make their acquaintances soon.

Mrs. J. Ward, 2024 Sutter Street, won a dollar award for this:

My small grandson refused to drink his milk. "Don't you want to grow up and be a big boy?" I asked.

"No," he said, "I'd rather stay little and ride free on the street cars."

Market Street Railway's General Office Baseball Team is getting off to a fair start.

May 1st was their first Official game. The score was in favor of the opposite team but warmed the boys up for Sunday's game.

Saturday, May 1st was scheduled with Fort McDowell, the score being 11 to 1.

Sunday, May 2nd they played against Gilmore Florists and won 11 to 6 against their opponents.

This is just the beeginning of the season and when the boys have loosened up their muscles and get the old batting eye working, we expect great things from the Old Home team.

A Bouquet to Rose Mays of the Complaint Department

They come in wild but go out tame
Their stories vary but they're all the same,
To the lady with the Flower name.
She treats the old and young the same,
Her Pity's there for the halt and lame,
This lady with the Flower name.

She never turns an ear that's deaf
To ranting persons, all bereft
The lady with the Flower name.
Courtesy is her claim to Fame.
Diplomacy is her second name,
Our lady with the Flower name.

In Memoriam

On Monday, April 26th, Erin Casey passed away at the St. Francis Hospital. After a lingering illness, she left this earthly sphere, where she enjoyed life so thoroughly.

Erin entered the service as a clerk in Mr. Fred Will's office, December 15, 1919, where she worked continuously until February of this year, when illness overtook her and caused her death. She was a willing worker, toiling happily among her companions, enjoying their happiness and joys, as well as sharing their woes, even though handicapped by deafness.

She was also deeply religious and her interests were varied and many, being a voracious reader. Her role as confidant to those in unhappy circumstances was a perfect one and her power to say just the right word often eased the pain of another's sadness.

Happy, friendly, many-sided in interests and knowledge, Erin was very dear to all of us and while her physical presence will be missed, her spirit still lives with us, who knew and loved her so deeply.

She leaves a brother John J. Casey and a niece, Lilymae Casey as well as a host of friends to mourn her.

May she rest in peace.

Human Parasites

The fake accident racketeer is one of the worst parasites with which society has to contend. He preys on the public purse by defrauding one of our greatest industries—the casualty insurance companies. Higher rates to the insurance buyer are the necessary and direct result of his activities. Consequently it is with genuine gratification that one reads of another of these parasites being overtaken by the law.

New York recently convicted the leader of a ring of lawyers, doctors and "stooges" who in eight years defrauded insurance companies of hundreds of thousands of dollars in fake accident claims. It took more than four months for this particular leader to confess to the district attorney the multitudinous ramifications of his nefarious activities. Before he was through he had involved four physicians, seventeen lawyers, and four notaries. It was revealed that he had built up his "business" from fifty fake claim cases in 1929, to a peak production of five hundred in 1935 and 1936.

He had an amazingly efficient organization. He himself scouted around spying out defective steps in front of buildings, broken vault lights in the sidewalks, and other conditions affording an opportunity to file fake claims. As the district attorney said, "He believed in quantity production and quick settlement."

It is easy to visualize the insidious undermining effect which the fake claim racketeer has on the entire insurance industry, and on the insured public. It is imperative that these evil "enterprises" be ferreted out and destroyed. Long strides have been taken in this direction through cooperation between the insurance companies, represented by the National Bureau of Casualty and Surety Underwriters, and law enforcement bodies. Success is assured if the individual citizen will also cooperate to the best of his ability at every opportunity.

Colonel Henry Marison Byllesby Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER H. PFEIFFER	QUARTERMASTER H. E. COOLEY		JUDGE ADVOCATE E. L. McCONNAHA	TRUSTEES
SR. VICE COMMANDER E. H. JEWELL	ADJUTANT G. MELIKEAN		OFFICER OF THE DAY R. L. EMERSON	R. A. LION
JR VICE COMMANDER T. E. WILLIAMS	CHAPLAIN G. I. MATTSON		SURGEON S. SEIGEL	M. R. ALLEN
				T. G. TYERS

G. T. TYERS, *Correspondent*

I promised you something different; hope you will enjoy and gain some benefit from my endeavor to gather some facts and information for you. Will you join me in a trip to our Veteran Facility located at Fort Miley? If so, I'll meet you at the Ferry Building. Here we take a No. 1 or 2 Car of the Market Street Railway Company. All white front cars transfer to the No. 1 or 2 car if you travel in the right direction.

Selecting a nice leather seat we are soon on our way. From Market Street we turn into Sutter Street, and are able to see quite a section of our fair and world-famed city on our journey to 43rd Avenue and Geary Street. Here we must leave our genial conductor and smooth operating motorman.

A short walk takes us past some very pretty flowers and green lawns before we reach the entrance to the Facility. The guard here gave us our directions with a friendly smile.

Let us walk around the grounds first, because we can enjoy them better from our lookout on the fifth floor. California trees and lawns trimmed with bed after bed of flowers only brings out the whiteness of the buildings. To the West of the Medical Building we find the most attractive section of the grounds. This is the large fish pond surrounded with beds of pansies. The large gold fish will interest you, because in trying to find the grand-daddy you will always see one bigger. A few minutes spent on a bench of redwood, which we are assured were made from our own California redwood trees, will rest us for the journey through the Medical building.

After enjoying our rest the Medical Building beckons us on, so to Dr. C. Smith, Chief Medical Officer, we go to get our Special Pass. Arriving at the off visiting hours we were assured by him that all courtesy and privileges would be ours, so we go to the elevator and ride to the fifth floor. One of the first things we noticed was the grand view. On the north of the building we see the beautiful green hills of Marin County, to the northeast we were given a ring side seat of the Golden Gate Bridge. On the west we see the Farallone Islands, and miles upon miles of the clear blue-green waters of the Pacific Ocean. At our feet lay the splendid green lawn and the gorgeous beds of pansies around the fish pond. The stepping stones surrounded with moss gives us a faint review of some older scene from France.

From our view we turn to inspect the building and its equipment. Notice the nice large rooms, the white beds, nice attractive stands upon which we see large vases of flowers from some one's family, or friend. Upon closer inspection we find the latest magazines and books which some one has thoughtfully given to the bedridden patient. We quickly find that each sec-

tion of this large hospital has its type of case, and that section carefully equipped to handle that case to its best advantage.

Treatment rooms had been arranged to the n'th degree for the doctor and patient. Ultra modern design and equipment is found on every hand. Many of the older type of equipment cannot be found. From floor to floor we go, seeing more comfort placed in this building than one can find in most private hospitals. At the head of each bed we notice individual radio head phones, giving each one an opportunity to listen in on the radio programs.

From here we go into the women's wards, where we find another view equalling the men's ward, but in addition it takes in part of the city with its many colored buildings and the strip of green which is our beautiful Golden Gate Park. Here we find the same equipment and design as the men's ward, yet something seems different. We finally analyze it as the feminine side and give them credit in using the same equipment, yet giving it the much nicer appearance. The wards are divided by an aisle running the full length of the large building. Each side of the aisle has either the morning or afternoon sun, and the shady side seems as bright as the sunny side. It is the arrangement of the floor plan, we are told, that gives us this feeling that both sides are in the sun at all times, yet in reality they are not.

Opposite the treatment rooms we find the usual waiting arrangement, yet it has a different setting, bringing it out as something different to the older type of buildings we have been used too.

Under the women's ward we find the Administration Facilities for Northern California. Here, too, we find the unusual in equipment and arrangement. The halls seem quieter and the entire building is of a temperate temperature, giving one the feeling of comfort. The section is arranged to give to the Veteran and his needs the quickest possible service. Upon the second floor we find the Veterans' Department Liaison Officer for Northern California. Comrade Harry Bailley is at your side ready to give you his services, and he draws from his vast experience as a Veteran and experience as one who has been in hospitals to give to you and your problems the best he can possibly give to anyone. Located in his room is other Veteran Organization's Liaison Officers who have had schooling in the various branches of this department where mutual problems are discussed and speedier results are thus obtained for the Veteran. Let me tell you now that everything possible is done for you when your case needs attention.

Space will not let me tell you of all the conveniences located in this building and describe them. However, we find a modern library, canteen, barber shop, beauty shoppe, and so on. It will more than pay you to take this trip during the visiting hours, a guide will be furnished you and all equipment will be displayed and explained, if you will give advance notice.

Before I leave this topic to give you Comrade Harry's message, let me remind you to take some gift, small or large, to give to that Veteran whom we find in all hospitals, the Forgotten Veteran, no friends or relatives alive or near, and one without money or very little to draw from; the officer in charge will give you his room and you will gladden his day for him. Any little favor means a great deal to anyone who has to spend many hours of suffering in order to receive as near a cure as the present-day Scientist-Doctor can give him. In leaving, leave the seed for thought—mention the fact that you BELONG to a Veteran Organization.

May I take this opportunity to thank Dr. Smith for his courtesies?

Notice from OUR Department Liaison Officer in brief form:

This office is operating on a permanent basis. All Post Service Officers PLEASE TAKE NOTE. All correspondence will receive prompt attention.

The following is for EMERGENCY CASES ONLY. Emergency cases that cannot wait for hospitalization to be sent by mail, can only be handled by having the attending physician call the Veterans' Administration Hospital by telephone, BAyview 4810, Admittance Office, and be given particulars as to the type of treatment needed. Phone calls must be prepaid.

The Veterans' Hospital at Fort Miley is strictly an emergency hospital for general medical and surgical cases, and only emergency cases can be handled at present. All others are placed on the waiting list to await their serial turn.

Tuberculosis cases are sent to the Livermore Facility. Mental cases are sent to Palo Alto Facility.

For further information see your Post Service Officer or read your California Veteran. Comrade Bailey waits for you to call on him.

* * *

Post Commander's Column

Comrades:

From May 27th to 30th, 1937, in this city and thousands of other communities throughout these United States, the Veterans of Foreign Wars will sponsor its sixteenth annual national sale of the Buddy Poppy. The approach of Memorial Day, Sunday, May 30th, adds a special significance to these small red flower-symbols, in the memories of every American citizen, of the fields of Flanders and the American boys who lie buried there.

It is my purpose to tell you of the additional thousands of American men and American homes that suffered and still are suffering the aftermath of the World War. The Veterans of Foreign Wars of the United States wants everyone who buys a Buddy Poppy to wear on Memorial Day to know the meaning and purpose of these little scarlet flowers.

Buddy Poppies, registered and copyrighted at Washington, D.C., are made by the patient, willing hands of this nation's heroic maimed and disabled in the government hospitals, or in specially equipped work rooms. To most of us the World War is long since over. There have been many changes since the Armistice which closed that world-wide struggle. Do you remember the thrill of those first parades of "Our Boys" bound for "Somewhere in France?" Do you remember the gallant marching lines of olive drab which returned, months later, to march again, victorious but with significant gaps in their ranks? Do you recall the sacrifices you made of time and money and comfort, the meatless days, the heatless days, other self denials you practiced so gladly, welcoming each sacrifice as an opportunity to help those who were in the trenches?

Nowadays, we recall such things only once in a great while. It takes Memorial Day and Buddy Poppies to bring these memories back to us with renewed force. In the fields of Flanders, the poppies are blowing again. The scarlet poppies which Americans see about them on Memorial Day do now grow; they are made, if they are genuine Buddy Poppies, by thousands of disabled and needy veterans, men who are still enduring and who will continue to endure suffering as long as life lasts, the illness, the pain, the suffering and loss of limbs or eyesight which has robbed them of their birthright as independent, self-supporting American citizens.

The welfare of these disabled veterans is the first concern of the Veterans of Foreign Wars of the United States. It is not only the disabled veterans themselves; it is their dependent families, their wives and children, whom the Veterans of Foreign Wars must and will aid. Comrades who fought side by side on "Foreign Soil and in Hostile Waters" depend on us. We cannot fail them. In their name and in the name of America's heroic dead who lie

forever silent under alien skies, the Veterans of Foreign Wars of the United States makes this request of every man, woman and child within our community to "Wear a Buddy Poppy on Memorial Day, and HONOR the dead by helping the living."

The San Francisco Council of the Veterans of Foreign Wars will conduct the sales of the Buddy Poppy, and Comrades, it is your duty, as stated above, that we do our part in this sale.

Yours in Comradeship,
Henry Pfeiffer, Commn. Post No. 3000.

The Ladies' Auxiliary

By Elsie Melikean, Secretary.

A grand crowd turned out at the Third Annual Anniversary Dance of the Post and Auxiliary held in the Main Auditorium of the War Memorial Building on Saturday, April 10th, and made it a great social affair. The grand march was led by Commander Pfeiffer and Sister Reynolds.

We had the pleasure of adding to our rolls a new member, Sister Merceds K. Derriso, at our meeting on April 23rd, and it is with great pleasure that I welcome her into our midst.

Department Staff Officer, Sister Sylvia Cooper made her official inspection of our auxiliary on the night of April 23rd, and everyone enjoyed the meeting, as well as the grand refreshments of home-made sandwiches, cake and coffee after the meeting.

Commendations

APRIL, 1937

	Jan. to March	April	Total to Date
Sutro	6	2	8
Oak and Broderick	3	2	5
Geneva	2	2	4
Twenty-Fourth	0	2	2
Twenty-Eighth	3	0	3
Washington and Mason	2	0	2
Turk and Fillmore	2	0	2
McAllister	2	0	2
Third	1	0	1
	21	8	29

The first three months of 1937 bring 21 commendations and April also makes the average. Sutro is leading by a good margin. Must be the Beach air which attracts the best riders or lends an atmosphere of courtesy to the attitude of the Trainmen. McAllister, Oak and Broderick, and Geneva Divisions also go to the Beach and should reap the benefits from the same class of people.

Geneva Eight Wheel Gossip

By W. WEILAND

At this writing our friend, Dispatcher Al. Schirmer is recovering from an ailment, and we sincerely wish him a very speedy recovery.

Motorman Grassi's curly head is not to be seen on the Ingleside "howl" any more, and the impossible finally happened. Berta, his conductor, really did sign up on another run.

Motorman Sheehan has been busy lately trying to work out a plan for a loop track at Twelfth Street so as to make it easier for him to come back from there.

Anyone wishing to know where to get those good-looking neatly made neck-ties Motorman Sam Butler wears, please see Mrs. Butler.

Since Eddie Oakes has been able to sign up for a run, the whole job has gone to his head and now he can be seen thumbing his nose at all his friends on the extra list.

Motorman Charlie Blakeley has been working on the San Mateo line, and we notice the boys are leaving right on time. Ye Editor is now worrying for fear he might come over on the Ingleside Line and clamp down on us.

The 1004 Drum Corps has finally gotten a break, when Geneva contributed the three best drummers on the system. They are: Joe Conte, E. Ray, and Joe Menendez.

Conductor Scott is happy again because he got a sign-up on the 40 line, and he can lean out the rear vestibule and kid himself into believing he is working on some steel railroad. He says, "I sure love to hear the wheels go clicking over the rail joints."

We notice that Motorman W. Taylor is again wearing his Instructor badge that the thief stole from him over on Silver Avenue.

Plural of "Whim"

"If one whim is a 'whim,' what would you call a lot of them?"

"Whimmen."

Old Habit

"My advice to you, Colonel, is to go through the movements of driving without using the ball," said the golf instructor.

"My dear fellow," answered the Colonel, "that's precisely the trouble I'm wanting to overcome."

Viewpoints

Visitor: "Your son is rather small for his age, isn't he?"

Proud Mother: "Oh, no; most boys of his age are overgrown, I think."

Co-ops

Twenty per cent of Denmark's retail trade is handled by co-operative societies.

That Coppery Taste

The coppery taste in some water systems may be attributed to the practice of grounding wires on water pipes.

On Its Way

In the past five years bicycle sales in the United States have jumped 200 per cent.

Heavy Stuff

Osmium, the heaviest element in the world, is twice as heavy as lead. It is found in the Ural Mountains and in Brazil.

The faster you drive, the more uncertain is your destination.

Sutro Surf Bubbles

By H. R. FRANKLIN,
Assisted by M. E. GUSTAFSON



There are so many changes in the way the men signed up this last time, that it is almost the reverse of previous sign ups. The old timers are working nights and the new comers are working days with only a few exceptions.



Conductor Wm. J. Herlihy is back on the No. 1 Line, and Run No. 4, so that he has his long evenings to step out.

Motorman Harry Arnold and his Conductor J. J. Leahy say there is nothing like working a run that don't go to work until 3:00 P.M. They both are catching up on lost sleep.

Motorman I. B. Painter is working days again and is happy.

Conductor R. J. Oestrich has a hold down on Run 1, on the No. 3 Line, and does he like it over there. If he had about twenty years more seniority he would have a chance to sign up on that run.

Motorman Wm. Spencer calls for and takes his Conductor Henry Kroencke home before and after work. Is that the only way you can please him or keep him in good humor, Bill?

We wish to extend our sympathy to Conductor Stanley Toy in the loss of his favorite relative, a nephew, who passed away recently at the age of seven, and whose death came very suddenly.

Conductor R. Sullivan has returned to duty and looks to be in the very finest of health. We wish to welcome his return.

Shop Foreman Thomas King has been growling and muttering around here recently. We wonder if the change of diet had anything to do with the change in his voice. Just because you were in the dog house Tom, is no reason why you should rob Scottie of his dinner.

Conductor Henry Coleman, Conductor Orrie Hunter and Motorman Ed Dyson really broke the ice. In fact, they have already started their vacations, and with the exception of Pat Gillespie, who has gone to Europe together with his family, they are the first to take a leave.

One morning about 6:30 A.M., our Night Dispatcher was a hero, on his way home he noticed a lady running up and down, evidently something was amiss, so our little Frankie investigated. When we saw him he was chasing chickens all over Clement Street. Now don't get this wrong, these chickens were brown and had feathers, he finally cornered them and was rewarded with many thanks and a big smile. And the good scout that he is, he went home and said he had done his good deed for that day.

When you hear someone shout, "Git out of that," well, Skip Sawyer is around. We believe he originated the expression.

Motorman Maxie Shatsky is wearing dark goggles all day long, now that he is back working days.

Whose do you think shines and shows up the most? The bald head of Conductor Roy L. Head, or that of Conductor A. T. Squeri?

We wish to express our heartfelt sympathy to Foreman Mr. Howard R. Bates, during his time of bereavement in the loss of his beloved wife, who passed from this life a short time ago.

Motorman J. L. Lewis was seen in the florists at Fillmore and Sutter Streets, buying a large bouquet of American beauties. Who is the lucky girl, Jimmy?

Conductor James P. Pruit says:

Equally Innocent

A story is told of a Missouri lawyer who used an unusual expedient to get a client out of trouble. This client was charged with stealing a hog. When the man came to the lawyer's office to engage counsel the lawyer took him into his private office.

"Now, if I take your case you will have to be perfectly honest with me," the lawyer explained. "Now, tell me, did you steal this hog or not?"

"Well, yes, sir, I did," the man admitted. "But I have a big family and no money, and I sure was in need of meat!"

"That's all right," the lawyer assured him. "You bring me half of that hog and I'll take your case."

When the case was being tried the lawyer obtained a verdict of not guilty by declaring:

"Gentlemen of the jury, this man did not get any more of that hog than I did!"

—Kansas City Star.

Believe it or not the lawyer is about the only person in the world who likes to hear other people's troubles.

The worse people are the more the doctors are with them.

It's good to begin well, but better to end well. I know a man by the name of Bidgood. Everything he does is "Didgood."

Conductor Pruit thinks that Motorman A. M. Lake is one of the greatest men of the 19th century, a man who wears a smile on his face, always cheerful and happy and a kind word for every one he comes in contact with.

A man shows the stuff of which he is made by his acts when responsibility is placed upon him. There is a large responsibility on the shoulders of the man who must meet the public in the performance of his duties.

Times are not like old times. In looking over my old scrap book last night I came upon an interesting newspaper clipping of 25 years ago. Thought you might enjoy reading it and perhaps would like to have it printed in "Inside Track" so here it is.

"An Old View of Railroads"

"A. H. Wilbur, a pensioned Southern Pacific locomotive engineer, has dug up the following from the records of the Lancaster, O., School Board in 1828. In those records there is an account of a proposed debate as to whether railroads were practical or not. Permission was asked to hold the debate in the schoolhouse and the minutes of the School Board meeting read as follows:

" 'You are welcome to use the school to debate all the proper questions, but such things as the railroad and telegraph are impossibilities and rank infidelity. There is nothing in the word of God about them. If God had designed that His intelligent creatures should travel at the frightful speed of fifteen miles an hour by steam, He would have clearly foretold through His holy prophecies. It is a device of Satan to lead immortal souls down to hell.' "

Once again San Francisco is about to be hostess to thousands of visitors from other cities and towns who will pour in to attend the coming Golden Gate Bridge Fiesta. This means congested traffic, confused transients, crowded transports, all of which will revolve around the employes of the Market Street Railway, especially the platform men.

When our city is filled with the gay travelers and entertainment and celebration are at their highest, then must we be more alert to our responsibilities and seek the better to serve our customers.

There will be thousands unfamiliar with our city. They must know where to go and how to arrive by the quickest and most convenient routes. There will be many questions and trying incidents, but for us there will be opportunities to boost and serve our city to the best of our ability. To those unfamiliar with our city, we must offer concise and courteous directions and advice as to how to reach the points of interest. To the many questions we must give intelligent answers, and in the trying moments be patient and tactful.

Every city has its Chamber of Commerce, advertising clubs, and publicity organizations to boost its interests. If we, in these celebration days to come, will exert every effort and energy to be courteous, thoughtful, and to offer heartfelt service to the public, we will not only feel a self-satisfaction, but will leave within the minds of all the remembrance of a city distinctive for its intelligent and well-bred street railway employes who are boosters in all that they do.

Will-Billie says—

The C.I.O. is to quit their drive on Ford until Fall. That's a tip for we'uns. If we all quit driving Fords until Fall, we could probably take a little vacation but these pretty sunshiny days, Oh! Heck, who wants a vacation anyway? And "Gosh" what would the poor filling stations do?

To Conductor C. P. Johnson who lost his mother by death recently, we sincerely extend our heartfelt sympathy during his bereavement.

Motorman George Crader and Conductor M. E. Gustafson were very much embarrassed and quite perplexed when they turned in a car after they finished their day's work a short time ago, only to find out they were minus one fender, lost, strayed or stolen. In fact, they had no idea what had happened to it. However, someone found it for them. Were their faces red?

Have you seen Conductor Joel Pera lately? the "Valentino" of the Sutter Street Line. He is all slicked up with a brand new uniform, twenty ounce oak, which certainly looks as if it were tailor made. Also a new cap, all form fitting, looking snappy and neat. A fine example and a model for you to go by, if one is needed.

They say all things come to him who waits, but the poor farms are full of those kind.

They say a few of our patrons have changed the fine old saying of "If at first you don't succeed, try, try again" to "If at first you don't make it, take the car behind, please". That's a swan song we must all try to give the axe.

The following is our Division defined by letters.

S-ervice with
U-nlimited courtesy
T-o gain the
R-espect
O-f our patrons

D-on't drag for a switch back
I-t pays to be neat and clean shaven
V-oice not your opinions to patrons
I-nterest in the customer's questions is a—
S-ales talk for your company
I-f you make an unmarked stop
O-nce in a while, you make a—
N-ew customer

Third Street Division News

By J. J. CABBONE

Operator Krebs is trying to figure out which is which, Sunday or Monday or Monday or Sunday at 4 o'clock in the morning.

Again they say, Conductor K. B. Walters, of 28th Street, has taken gas for twelve and a half!

Attention, boys, have you put it on the line? What! That 25 cents for the Gilly Room.

Anyone having a cow, see Operator L. Scarry, who is in the market for such.

All you have to do is ask Operator Jack Griener, who with C. Dubose are two great fishermen, and they will bring you your fish just for the asking.

Operator George (Mope) Schmidt has a way of getting the fish. Ask George.

Operators O'Leary and O'Leary are doing quite well on their goat milk farm, no relation are they either.

Operator Gus Assinos has failed to donate that 50 cents to the Gilly Room fund.

Operator A. Michelini is still playing the fame of "Button, button, who's got the button?"

We've lost our Bad News Editor. J. J. (Stormy) Burke has departed for another division.

Anyone finding a dime, please return to Operator Clarence (Tony) Krueger.

Operator Jackson says you can't have a cup of coffee in a minute and a half.

Shop Notes

Shopman E. (Chips) Farrenkoff, was some perch fisherman for he supplied three families with his big catch.

Shopman Paul Panopulos and his dahlia creation hasn't bloomed as yet.

There is no telling how large a bass Shopman Hank Pierre catches.

Operator Morgan says all autos of the same make do not look alike. To his surprise, he found that out one day last month.

Now that Elmer (The Great) Schivo is back from his honeymoon from Reno, he is seen talking to Tony Krueger for a loan of Tony's trailer.

Dues are now due — twenty-five cents is all, fit your Gilly Room up —Killer Coates will do the rest.

On May 3, 1937, the "Last Call" came for one of the company's old and faithful Motorman M. Johnson, whose familiar face and cheerful smile will no longer greet and cheer his many friends and co-workers around the top of the Hill, on 18th and Texas Streets. His demise released him from a bondage of prolonged suffering to eternal peace.

To his bereaved wife, we, one and all, send our deepest sympathy in her hour of sorrow.

His Work was O'er,
God Called Him Home.

Following is a list of men at Third Street Division who were not involved in an accident from October 1, 1936, to March 31, 1937:

Adams, A.	Lose, F.
Azzopardi, C.	Mahoney, J.
Bauman, F.	Mamas, J.
Dudune, S.	Manning, F.
Du Bose, B.	Missa, S.
Daugherty, G.	Meade, J.
Elsus, W.	McGlynn, P.
Ferretti, J.	Metropulos, P.
Fox, J.	McCarthy, T.
Graves, G.	Percival, O.
Greiner, J.	Ruiz, S.
Jackson, C.	Rodenberger, H.
Jones, F. L.	Rodenberger, M.
Laughlin, W.	Stoltz, A.
Lera, P.	Schmidt, G.

The following operators at Third Street were not on the short list for the month of March, 1937.

Azzopardi, C.	Mullins, D.
Scarry, L.	Shetookin, M.
Holmes, F.	Krueger, C.
Ferretti, J.	Michelini, A.
Du Bose, B.	Rechnitzer, H.
Schmidt, G.	Cowhig, J.
Meade, J.	Theodos, J.
Missa, S.	Mahoney, J.

Give and Take

A very smart sports car, driven by an elegantly dressed young man, was speeding through a Surrey lane. Presently he reduced speed as he approached a crossroad and looked about for a signpost. Finding no help in this direction, he turned and shouted to a passing laborer.

"Leatherhead?" he inquired.

"And fishface to you," came the prompt reply.

The following is a list of men at Third Street Division, who did not write an accident report from November 1st, 1936 to April 30, 1937:

Adams, A.	Lera, P.
Azzopardi, C.	Mahoney, J.
Bauman, F.	Mamas, J.
Dudune, S.	Manning, F.
Du Bose, B.	Missa, S.
Daugherty, G.	Meade, J.
Ferretti, J.	McGlynn, P.
Fox, J.	Metropulos, P.
Graves, G.	McCarthy, T.
Greiner, J.	Percival, O.
Hoppe, F.	Rodenberger, H.
Healy, P.	Rodenberger, M.
Jackson, C.	Stoltz, A.
Jones, F.	Slaby, A.
Laughlin, W.	

The following operators at Third Street Division were not on the short and over list during the month of April 1937:

Azzopardi, C.	Michelini, A.
Scarry, L.	Shetookin, M.
Holmes, J.	Hutchings, W.
Percival, O.	Theodos, J.
Schmidt, G.	Mahoney, J.
Rechnitzer, H.	Krueger, C.
Graves, G.	Meade, J.
Missa, S.	Du Bose, B.
Mullins, D.	Slaby, A.
Ferretti, J.	Hoppe, F.
Cowhig, J.	

What Else?

"What struck you most on your travels?"

"Other people's umbrellas."

An Indiana mother has cut three notches in the porch swing, and has a fourth daughter who is almost old enough to marry.

"It has been our bitter experience that city-owned electric plants are long-hour and low-wage advocates and that they, as a general rule, are not favorable to their employes belonging to any of the standard labor organizations; this same also applies to the public hydro-electric projects, insofar as employing union labor or recognizing union labor is concerned."—A. L. Larkin, editor, Central Labor Journal, Lincoln, Nebraska, official publication of the central labor union.

Turk-Fillmore "Truth and Fable"

By E. DUTCHER



A six-pound boy was the nice present left by the stork to Motorman C. M. Larsen and wife. Mother and baby are doing nicely. How do you feel, Daddy Larsen?

Never, NEVER AGAIN, John just cannot stay away. He has decided to try it once again. Better luck, Old Boy.

The news is out about Motorman J. J. Loomis, our old friend (Lazy), now known as T-Bone Loomis. The other day John decided he was going to have a big feed and as cheap as possible. So to the meat market goes John and buys a nice T-bone steak, brings it back to the Boston Lunch and has them fry it for him, thinking he would get it done for nothing, but the charge was twenty-five cents for the frying of the steak, and it, costing forty or fifty cents when he bought it, makes it rather dear. Just the same John says he enjoyed the meal very nicely.

The first day of the new sign-up found Motorman W. L. Harrison getting a regular work out as it was one of those real fine Sundays. Lee says he can take it. That's the way we like to hear them talk.

Motorman Fred Wucher took Motorman O. Vanarsdell fishing the other day to see what kind of a fisherman he was. Of course, they took along their lunch and a little bottle of wine to drink. When it came time to eat their lunch, the wine seemed to be missing, so Fred, seeing that his side kick had drank the wine, thought he would play a trick on him. Taking one of the sardine baits he placed it between two slices of bread and gave it to Oran, which he took and his first bite was half of the sandwich and the nice big sardine. How did the sandwich taste and what kind of a fisherman are you, Van?

Motorman L. Logasa signed up for a run this time with the Bell Hop on the Powell Streets Cables attached. Leo says he has to live up to his name, "Cowboy Logasa".

Operator H. C. Liff signed up this time, says he got tired of being on the extra list. Harry says he is going to work steady now.

The other day one of the old time organ grinders and his monkey stopped in front of the car house to play a few tunes for the boys. Everything was going fine until the monkey spotted Shopman Woods, his long lost relation, and when he got one smell of the cigar Woods was smoking he let out a terrible squeal.

Since our popular shopman Gus has purchased a ranch, he can be seen on his week-ends, developing a SUN TAN manicuring his fruit trees, near Santa Rosa.

Yes, boys, Leo got married. We all wish you lots and lots of happiness. And cowboy, don't forget you are a Bell Hop this sign-up.

Since Jim Davies has developed the fishing habit he put the wrong bait on the hook and had to pay a visit to the St. Francis Hospital.

"Lucky" Carl gets his early run on Fillmore as usual.

Von Engle has taken a night run on Fillmore this time so he can go out to the beach in the mornings and enjoy the good old sun baths. I suppose they will be asking you if you go out there by yourself.

Our great fishermen of this Division are not having the luck, of late, that they are used to having. Seems that they are all coming back empty handed.

Following is a list of conductors, collectors and operators of the Turk and Fillmore Division who have made no errors in their cash turnins for the month of March, 1937.

Beck, C. O.	Liff, H. C.
Bethell, J. W.	McCabe, B.
Bishop, R. C.	McCullough, J. K.
Brohman, J. J.	McLaughlin, C.
Burnett, J. W.	Marcum, H. M.
Carpine, M.	Matheson, W. F.
Cornac, J.	O'Keefe, A. J.
Coverdale, R. T.	Oliver, W.
Devincenzi, A.	Olsen, J. H.
Dorgan, W. C.	Rosser, J. M.
Eisenberg, S.	Schmidt, H.
Ellis, G. R.	Stagg, W. R.
Engle, H.	Strong, E. L.
Flowers, D. S.	Tamblin, J. A.
Graham, J. W.	Taylor, F.
Haslam, E. F.	Vanarsdell, O. L.
Hester, I. D.	Waring, R. H.
Hurst, D. W.	West, G.
Jones, Wm.	Williamson, A. D.
Kennedy, C. W.	Wimmer, R. C.
Krausgrill, W.	Young, G. L.
Kremer, J.	Zuccarello, C. H.
Lasserre, J.	Smith, Wm.
Leahy, M.	

Great Scott. He got a tag the other day for parking his machine in a forbidden spot.

How does it feel to be the proud FATHER of twin boys? Come on, Jim, and tell us.

Operator T. E. Williams does not seem to be overcrowded with his pranks here of lately. What's the matter, Tommy? You haven't gone back on us altogether, have you?

Oh, Mr. Inspector, can I switch back at Mission Street? There goes my leader and if you do not switch me I will not be able to make it. Who could have said these sweet words? Guess.

We are sorry to hear of Conductor F. Taylor losing his father through death after a long illness.

Operator J. J. Nyhan was in the hospital for a few days having his tonsils removed.

Who was that party trying to imitate a quail at Fillmore and Broadway the other morning? Seemed that there was a lost quail up in a tree and this person was trying to get it to come down out of the tree. Nick, your imitation was very good.

Operator Shurgin has a new nickname. They are calling him "Horse and Buggy" Shurgin. Why the new nickname, Harold?

All you money hunters. I forgot to tell you to look in that small hole on the platform where the stool goes for nickles and dimes.

The big tall handsome man that roller skated out to the beach last month has traded his roller skates for a Chevrolet. It was through our Motorman J. C. Sawyer that this deal was made. Seems that J. C. is a fixer-upper. We all want to tell you Sherman that you have a very nice machine. Very good taste.

Aha!

When supper was served Helen refused a second helping of ice cream with a polite but wistful, "No, thank you!"

"Do have some more, dear!" her hostess urged.

"Mother told me to say, 'No, thank you,'" Helen explained naively, "but I don't think she could have known how small the first helping was going to be!"

Give the reason — don't cite the rule.

28th Street - - Castro Cable

By JAMES O. BITTLES *and* DANNY DONOHUE



Motorman S. U. Williams is back with us again after spending eight months in the Hawaiian Islands. He has got to get used to wearing shoes again.

Motorman Burns made an unexpected trip to Redwood City recently; he seems to have got the wrong number at the right time.



Motorman Gallo was seen taking a shovel home. Is it possible that Charley has quit fishing and gone in for garden digging?

Motorman Johnson spent a few days house hunting. Fred finally found a place to roost and is satisfied with his new nest.

When Motorman Leamon goes home every night he has so many papers on him that he looks like a walking newsstand.

When Motorman Healy had his watch in the repair shop he took his alarm clock to work. Tom had it set for 10:30 P.M., his turn in trip.

Conductor Bush stayed home when the circus was here. Stanley did not want to be mistaken for a circus fat man.

Conductor Hoffman is getting interested in the furniture stores again. We hope George is not getting that way again.

Have you noticed Conductor Higueria's improvement—we mean his moustache, with a little more attention it will be adorable.

Have you noticed a large shopping bag going along Mission Street? Well, if you looked on the other side of it you would find Conductor Simon. Eddie means business this time.

Conductor Papale had his picture taken with one of the circus midgets, the one in uniform is Johnny.

Conductor Parmely met with an auto accident up in our neighborhood. We hope to see Jim back with us again soon.

This column sends its best wishes to Motorman Van Winkle who is still laid up due to an auto accident some time ago. We hope to see him back with us again real soon.

When we don't see a fellow around any more we know he is either dead or married. We are glad to know that Conductor Cyr is only married.

Motorman Lang looks like a college boy until he takes his hat off and with his hat off, never mind, take a look yourself.

This is a very busy month for Conductor Reinhardt. Willie is off to the hills picking wild flowers. "Why not take Andy along, Willie?"

Ask Conductor Slack what happens when a cat meets a canary. Well, John, if you put the cat in the cage first, he would never have got your canary, "But, John, we all have to learn."

They say that NO man can love two women at the same time. What motorman is that, that is making a brave attempt to do it?"

Our night shop foreman, Jack Wells, is still confined to hospital, but Jack is getting along fine and is around in a wheel chair now. We expect to have him with us again real soon. "Cheer up, Jack."

Motorman Costantino would appreciate some of you good checker players giving him a few good lessons in how to play and win the game. "How about it, Domonic?"

The following named motormen and gripmen of the 28th and Castro Streets division, have written no accident reports for the past six months, November 1, 1936, to May 1, 1937:

Adam, E. C.
Allard, E. A.
Bakopanos, G.
Bertoni, E.
Bishop, H. N.
Cantoni, L.
Catoir, C. E.
Crossen, B.
Gow, H. L.
Hageman, G. E.
Harrison, J. S.
Hatzis, J.
Holtzen, F. R.
Horton, J. B.
Hugh, E. H.
Jones, H.
King, H. G.
Knox, F. A.
Lang, H. A.
Larsen, R. E. V.
Lowder, E.
McPhun, C.
Manley, C. D.
Morrison, F.
Munday, O. H.
Oslin, E. U.
Penick, J. N.
Schlueb, A.
Semmelhaack, J.
Strohecker, W.
Thompson, W. A.
Vanoni, M. L.
Van Winkle, B.
Walter, F. C.
West, W. H.
Wickett, C. E.
Wilkening, F.
Williams, S. U.
Willman, J.
Young, H. W.
Zucconi, E.

The following named conductors of the 28th and Castro Streets Division have had no remittance errors for the month of April, 1937:

Armstrong, W. A.
Bacher, J.
Barbero, B.
Becker, M.
Beebe, R. R.
Brannigan, R.
Brill, A. C.
Brown, D. G.
Bush, S. E.
Cyr, A.
Diduch, P.
Dupuy, E. P.
Fulton, J. L.
Giroux, A. A.
Griffith, T. F.
Guerrero, C. J.
Hefferman, C. J.
Hendricks, W. P.
Higueria, M. F.
Hitchcock, A. H.
Jackson, F.
Johnson, J. F.
Jones, J. E.
King, W. E.
Leahy, T. P.
Lewis, J.
Long, F. E.
Lunden, P. H.
McCarthy, M.
McCoy, D.
McGrath, A. P.
McHugh, W.
Morris, J. L.
Neuner, G.
Nicoletti, S. J.
Ochesky, H. L.
Parmely, J. W.
Peak, C. J.
Shaw, A. L.
Siemans, D. R.
Siess, R.
Simon, E.
Smith, R.
Stockdale, C. A.
Stout, V.
Sutilef, C. R.
Thibault, J. A.
Tooley, C.
Vogel, W. C.
Watters, K. B.
Whelton, C.
Wiser, J. H.

Where He Scored

He: "You are my first thought every morning."

She: "Your brother told me the very same thing the other day."

He: "But I get up an hour before he does."

A patrol wagon isn't much of a car, but it'll do in a pinch.

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McAllister Division

By BILL SCHULZ

They tell me that the reason Conductor Johnny Simpson wears a bright yellow necktie when he is working a night run is that if the lights happen to go out the people will not have to see the car coming, they will be able to hear it—the tie is so loud.

* * *

Conductor Tom Forde had a fine time on his day off last month. After a very satisfactory day, he came home and was about to go to bed when he felt rather hungry so he cooked up a nice hamburger sandwich—and Tom tells me that he did not sleep a wink all night. The moral of the story is—don't go home after your day off and eat hamburger—have a crab salad instead.

* * *

Congratulations to Mr. and Mrs. James Roberts. I hear it was an 8-pound girl, and Daddy says, "Mrs. Roberts and daughter are doing very nicely, thank you."

* * *

I wonder how Patrick Esposito, the Irish Italian with the Swedish accent liked the night run he had last sign-up.

* * *

Motorman Ed Campion is recuperating from his recent operation. We hope he is soon strong enough to be back to work.

* * *

I wonder if Conductor John Fields can explain where the time card disappeared that he thought he turned in to Joe Casey. Boy, was Johnny surprised to find that it was his own time card that was missing.

* * *

Has anyone seen our perfect motorman in action? Ed Siler says for the benefit of his follower—"I ran four minutes late to help you out." Is this true, Zander?

We have the world's champion rat catcher in our midst. Conductor Jack Watson was seen chasing a rat down McAllister Street one day. When he got it cornered, said rat gave him a mean look and Jack started an Indian dance, let out a war whoop and took off in the opposite direction—the mouse right behind him. Some cream puff, fellows.

* * *

Conductor Coleman has been asking Conductor Ramos where he got the money all of a sudden. He wants to know, Mr. Ramos, if you had to mortgage your summer home down the peninsula.

* * *

Did anyone ever see Motorman Cortopasse going home during his lunch hour. He gets as far as Van Ness Avenue and then stops all the traffic asking for a ride home.

* * *

Did any of you fellows ever listen to Motorman Willie Gray tell who is boss in his home. Well, I hear that Willie was such a bad boy one day that he was sent to bed at 7:30 P.M. without supper.

* * *

Conductor Tomala was seen one day over on Hayes between Fillmore and Steiner with a shopping bag full of sand running ahead of his car sanding the rail so his motorman could get a dead car over the hill. Andy says anyone wanting to learn his system free of charge may communicate with him. It was a good idea and I hear it helped a lot.

* * *

The boys should come around about 2 A.M. some morning and hear Farmer Haig's life story. It sure is interesting.

Conductor Coleman was heard to threaten Motorman Altieri if he signed up for the same run he had taken. The argument was heavy until Joe Casey called for Motorman Barry and Coleman started to run and he went out the door so fast that I don't think he stopped until he reached the Ferry building.

Conductor Jones' latest gag when no one will give him a pencil—"The man's crazy."

Notice: How come Al Lagosa is always trying to get something on someone. Why don't you join Pinkerton's, Al. Signed F. B.

Can anyone tell us where Conductor Staley gets those hot socks?

They say that Motorman Ed Siler sure liked to get to the carhouse early on Sunday morning last sign-up so he could get a tripper. Is this right, Ed?

A disgusted lad is Conductor "Pickles" Lawrence. Last sign-up he kept losing his run numbers so he finally got some card board and made new ones. The first night he turned them in, they too disappeared. Now Pickles is so mad that he asked me if I had two numbers on my run and as long as I did, he took my run this sign-up. Take care of these numbers, Bill.

What good are all Conductor Tomala's resolutions when five minutes after making one never to argue any more he is heard hot and heavy at it again.

Did you ever notice the boys on Hayes Street known as the "hunters". By hunters we mean the boys that can spot a dime in the rail about two blocks away. I hope I am not missing any but here are a few of them: Motormen Greene, Thompson, Mitchell, Drouin, Moyle, Cortopassi.

Boys, have you seen the strange motorman on the late block on McAllister. I think this is the first time Motorman DeMartini has signed up on McAllister. Conductor Curley Flynn coaxed him off the "mountain".

Motorman H. Martin was sure fit to be tied when he was not told until Wednesday that he was supposed to have signed up on Tuesday. Henry could not get through his work fast enough to sign up. When he got into the carhouse he found that he was signed up on the same run that he had the preceding signup. You should have seen the great grin of relief that came over his face.

He isn't so fat and he isn't so tall
The size of his hat, well, it isn't so small.
The loudest talker in the barn, but that isn't all
His old moth-eaten red sweater is like an old ladies shawl.
When his leader leaves him a few you should hear him bawl
In no uncertain terms he tells them all.

By Willie Gray.

FLASH—Conductor Johnny Forde has finally taken that famous leap —I do not mean over Niagara Falls, but into matrimony. Miss Rita Twoomey, the daughter of Mr. Thomas Twoomey, will by the time this is published be Mrs. John Forde—the wedding to be held May 8th. The celebrating on this gala occasion will be ably handled by big brother Tom Forde, Uncle Patrick Burke and the MacQuire boys, Danny and John. We are absolutely certain that everyone at McAllister wishes one of the most popular fellows in the division and his bride the best of luck for their future happiness.

Notice to Johnny Ball: It seems that the tables have turned — our much talked of waitress now has someone to help her. Better look to your laurels, Johnny.

Conversation between Al Lagosa and Conductor Wagers:

Lagosa: "And this, I suppose, is one of those hideous caricatures you call modern art."

Wagers: "Nope, that's just a mirror."

Motorman Tom Green was riding along Hayes Street the first day of this sign-up and everything was going fine when all of a sudden at the top of the hill at Pierce Street the wind blew so hard that the curtain was blown completely off the hook. Tom looked around with a big smile and said "It sho-nuff gets a mite windy over on these mountains."

Conductor Charlie Martin forgot on the first day of the sign-up that he was no longer working 20 Hayes and he took the 20 Hayes outfit. Charlie now has 20 McAllister.

Conductor Norcia found a purse and on returning it to the rightful owner was given a box of cigars in appreciation, which goes to show that honesty is the best policy. Thanks for the cigar, Norcia.

Conductor Tom Forde was playing that new game, Mum Pool, one day last month, when Conductor Coleman came into the gilly room and remarked that some red-headed girl was asking for him. Unconsciously, Tom spoke up and asked "What red-head"—and there went the game. When Tom stopped and realized what he had done he sure was mad at himself and Coleman.

The Reason

"Three policemen have been watching Brown's house constantly the last two nights."

"What has Brown done?"

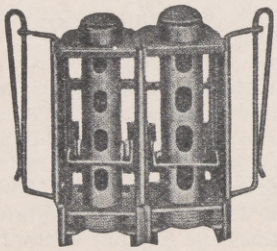
"Engaged a new cook."

The Compliment

"I'm quite out of practice," said Smithson, hoping for a compliment from the unusually stolid caddie. "I've been traveling for the last six months."

"Then ye've played afore, hae ye, sir?"

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24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP



Ex-Carmen: Bill Bostwick is now the proprietor of a grocery store located up in Noe Valley.

Roscoe L. Walker is now selling insurance and real estate for a Mission Street firm.

C. L. Busby, who left to go to work for the Key Route across the Bay, failed to pass the doctor's examinations.

Motormen Golden, Tipton and Latham are working for the Pacific Electric Railways in Los Angeles.

Conductor Hurley, who left here several years ago to return to his native Ireland, is back in town.

Ira Shockey now is working in a barber shop just a stone's throw from the carhouse.

Art Strange is now raising Canary birds.

* * *

Shopman Jimmy Cox, who is a member of the Bay Shore City Volunteer Fire Department, is burning the midnight oil making arrangements for the Department's annual dance to be held this month.

* * *

Operator Lunceford is throwing out his chest in a big way, because Troop 18, of which he is Scoutmaster, walked away with first prize at the Boy Scout Exhibition held at the Civic Auditorium. Motorman Kinsey, who is Scoutmaster to a bunch of "cubs" says that as soon as his boys grow up, he'll show them some real competition.

* * *

Joe Brown is now the proud owner of his own home, located just this side of Daly City. Joe says the fresh air out there is doing wonders to his appetite.

A collection will now be taken up to buy Shopman Jim Perry a new pair of glasses. It seems that a strange wind blew a couple of those metal news-stands down into a pile in the gutter at Pine and Polk Streets. Jim Perry passed by—took a glance—then reported to Inspector Dick Lyons at Market Street that there was a fender lying over there. So Dick Lyons boarded Operator Folsom's car and together they searched up and down the street in vain.

* * *

On May 23rd we will have uniform inspection, which reminds me of the story Bob Burns tells. It seems there was a conductor who wore his serge uniform for so long, it became so shiny, all the passengers used it for a mirror. Then one day, while lifting the fender he ripped his coat and then he had seven years bad luck.

* * *

With a touch of sadness, we write of the passing of Walter J. McDonald. "Mac" was one of the best liked men in the division with few, if any, enemies. "Mac" was just sick enough to rest up at home, then developed dropsy, was taken to the hospital where the end came suddenly.

Good old "Mac". We shall miss his cheery smile, heart-felt welcome and, as he put it, his words of "horse-sense" wisdom.

* * *

Congratulations are in order for "Pop" Stringer who last month celebrated his thirtieth wedding anniversary.

"Pop" and the Missus were guests at the home of Conductor and Mrs. Mates, where a banquet was held in their honor. They received so many wonderful gifts they had to move into a bigger home so they would have room for them.

Names of motormen and operators at 24th and Utah Division who did not make out an accident report during the month of April, 1937:

Collins, C.
Langley, S. H.
Angelius, E.
Espinoza, T. J.
Lang, Geo.
Erickson, J. V.
Kleist, O.
George, C. H.
Lota, G.
Schlachter, L.
Alvarado, L.
Gibson, W. S.
Clem, J. S.
Stockfleth, W. L.
Chiechi, L.
Naughton, W.
Mattley, D. J.
Weiter, O.
Murphy, S. J.
Dillon, M. M.
Baptista, J.
Chronoplis, H. G.
Aspinolli, J.
Buriani, A.
Garnier, J.
McCarthy, M. P.
Hanges, T.
Hector, G.
Dusdall, J.
McIsaac, A. H.
Mammini, G.
Holland, B.
Anderson, A.
Mitchell, J. J.
Ewert, P.
Osborne, T. C.
Noga, J. F.
Granucchi, D.
Vouchilas, T. D.
Pellandini, B.
Bockhop, H. J.
Dever, M.
Jackson, E. D.
Brandt, F.
Knox, F.
Zimmerman, L. W.
Grube, A. A.
DaSanMartino, J.
Thomas, L.
Bankowski, M.
Volpi, F.
Peche, E. J.
Dennen, L. H.
Derriso, W. M.
May, C.
Thompson, W. A.
Marshall, W. R.
Desmond, C.
Cote, A. E.
Kelso, M.
King, V. P.
Boyd, Z. V.
Fulton, D. J.
Smith, Ivy
Regan, T. F.
Drake, E.
Howe, F. B.
Carney, E. W.
Klezmer, H.
Briggs, P. S.
Bradley, O. L.
Van Horn, E. R.
Dalton, C. J.
Essley, L. B.
Silveria, F.
Alexander, K. M.
Campisi, L.
Mattis, C. A.
Davis, E. M.
Dunsmore, H. O.
Allen, J. A.
Misner, H. W.
Timm, R. A.
Dutson, L. C.
Shipper, G. D.
Schofield, I. N.
Bunce, W. E.
Quick, R. V.
Pendleton, R.
De Vita, M.
Plamondon, D. G.
Adams, C. H.
Barry, P. M.
Hunter, G. L.
Russell, E.
Brewer, R. E.
Gooding, R.
Bailey, J. H.
Stewart, W. E.
Lasko, J.
Fagerle, R.
Moon, W. C.
Hussey, P.
Holbrook, H. L.
Stephen, A.
Lynch, G. J.
Loomis, W. S.
Bartlett, J. A.
Gregory, J.
Clapp, W. F.
Wetteland, K. F.
Griffith, R.
McIsaac, E. W.
Healey, J.

Total, 114 men.

* * *

Just as we go to press, the stork is hovering oved the homes of not less than three of our families. Looks like we'll have some real news to tell you next month.

* * *

Employees whose watches do not keep accurate time should have Preston regulate them.

He will be at the car house every two weeks or you can call at his store, room 210, Phelan Building.

Preston is the official watch inspector for the Southern Pacific, Western Pacific and Northwestern Pacific Railroads.—Adv.

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Oak and Broderick

By J. L. EDMISTON *and* L. E. HOWARD

Familiar echoes from the Gilly room:

Fat Stevens, "I told whoosis that Sobriety would win that race, but he played Boxthorn on the nose."

"Who wants off?" Not me, "I've had an extra day already this week".

"Good morning, Gentlemen and the others."

"Operator C. Y. Heintz reporting for duty."

"I have here just the watch you need, a 21-jewel Hamilton, etc., etc."

"No, I won't leave a choice for there are three ahead of me to sign up and it won't be up to me until to-morrow."

"I left three choices on the sign up, which one did I get? Yea. Oh H---, I didn't want that one."

"Double A Lusto reporting for duty."

"If I hit Market Street on my time, I get cut out at least by five cars which belong behind me."

* * *

J. R. Anderson is the proud father of a baby girl weighing 7½ pounds, born at St. Josephs Hospital, at 5:30 P. M., May Day. Glad to say at this time both mother and baby are doing fine.

* * *

Some of our motormen and operators have their own way of overcoming traffic conditions that are likely to cause them to be late arriving at their respective time points, but Roy Belden, who worked on the No. 24 line last sign up, had the best system, when it works.

* * *

"Happy" Kane took a ride over the San Francisco Bay bridge Monday and hasn't worked since. He said the 8-foot sway in the bridge made him sea sick, yet he admitted he was unable to feel the sway. You figure it out, it's too fast for me.

Did Fred Wheaton ever tell you how he met, bought and lost his first love? It seems while Fred was doing a bit of soldiering for Uncle Sam in the Philippines during the Spanish-American War, he felt the need of a wife to shorten the lonesome evenings after a hard day's work (Shooting Caribu) so far away from the United States.

Instead of wooing and middle aisling it with her down to the altar, it was the custom there to buy your wife from the chief of the tribe to which she belonged or from a husband who wished to get rid of her.

Well, Fred's golden opportunity came when another soldier, who was returning to the U. S., offered to sell him his wife, named Rosie. He eagerly closed the deal, giving the soldier 30 pesos; also 30 pesos to the chief of Rosie's tribe, then accompanied his buddy to the boat to wish him bon voyage. As soon as the boat shoved off, Fred, bubbling over with that marital feeling, hurriedly returned to claim his Rosie, but when he arrived she had left and, upon making inquiry, he learned that she had not only left, but had taken all of the belongings, even the house she lived in and was last seen with the rest of her tribe headed for the jungle; so our Romeo still wonders what became of Rosie.

* * *

Mike Coffey was heard to bet "Speery" Lusto a dollar, that he didn't know the Lord's Prayer and Lusto quickly accepted the bet. Then Mike said "All right now, go ahead and quote it." Lusto ran his fingers through his long hair and began like this, "Now I lay me down to sleep." "I pray the Lord my soul to keep." Then Mike pulled out his dollar, handed it to "Speery" and said "You win".

The following list gives the names of conductors and operators at Oak and Broderick Division who were not on the "Short and Over" list for the month of March, 1937:

Aaron, A.
Almos, T.
Bartlett, A.
Bain, H.
Blyth, E.
Byers, W.
Brooks, F.
Behlendorf
Berner, C.
Broderick, L.
Coffey, M.
Curtin, D.
Crutchley, A.
Daly, T.
Darcey, T.
Eaton, C.
Eagan, J.
Fay, J.
Finkelstein, B.
Franklin, F.
Fraser, E.
Geldmacher, C.
Gold, A.
Harper, L.
Hemphill, G.
Hood, C.
Hodges, R.
Hulme, P.
Jones, F. S.
Kolker, C.
Long, C.
Latimer, M.
Lasater, C.
McGill, C.
Mill, W.
Meyers, W.
Moore, W.
Mayville, H.
Maloney, M.
Montaubon, E.
Melton, R.
Milne, J.
Monroe, M.
Neal, J.
Noll, H.
O'Connor, J. J.
O'Rear, A.
O'Rea, H.
Polcyn, J.
Petzold, E.
Paterson, J.
Rudiger, C.
Rontree, T.
Schneider, C.
Stevens, W., 914
Stocker, A.
Stevens, W., 966
Smith, M., 859
Swan, B.
Schmidt, L.
Wooliever, W.
Wyhlidko, J.
White, C.
Woods, W.
Wade, L.
Young, H.
Yowell, R.

We admire Korakakis' ambition to become an Attorney at Law. He recently enrolled at the San Francisco law college and is attending night classes three times each week. We wish you luck "Kory" and hope you pass the State Bar examination with the highest honors. We also hope that when you get the coveted "Sheepskin" you will never be involved on the wrong side of a John Doe vs. Market Street Railway Company suit.

Did you ever know why Tony Gould and "Happy" Kane stopped signing up on the old No. 24 Line? Well, this is the real low down. There were seven undertaking parlors on that Line, which they had to pass both ways each day. At each end of the line, as well as turning in, this became their most consistent type of conversation, even to discussing the amount of business each parlor had done that day. Eventually this so preyed upon their minds that they couldn't stand it any longer and signed up on another line. Tony said: It is bad enough passing them all night, but it's got to where a man who works at the parlor, which does the least amount of business, comes out as we pass on our last trip and stares directly at us, as if he is looking for business.

Did you see the photograph Speery (The great little man) Lusto was carrying in his pocket recently of he and his girl friend? It was a striking pose Speery, but we could hardly make out who you were. Try a different position next time.

Below are the names of motormen, one-man operators and trolley coach operators at Oak and Broderick Division who made no accident reports from October 1, 1936, to March 31, 1937:

Anderson, Jno.
Birman, J.
Bartling, A. F.
Brady, P. J.
Broyles, G.
Carlson, A. E.
David, F.
Fraser, Earl
Hudaklin, M.
Henry, M.
Herman, H.
Harper, G. O.
Hutchinson, J. J.
Jablonski, S.
Jewell, E. H.
Law, J. A.
Larsen, R.
Miller, J. B.
Miller, J. C.
McDonald, F. D.
McCullough, T.
Noll, H.
Norton, T.
Pedersen, L.
Provich, G.
Polezynski, J.
Pocan, C.
Stocker, A. A.
Young, H. E.

John Polcyn was doing some repair work at home recently and had quite a serious accident. He fell through the skylight and received several bad cuts on the arm, besides numerous bumps and bruises, which forced him to remain in the St. Francis Hospital for several days. Last report via the telephone was that he is home again and doesn't expect to be away much longer. It's a good thing we know you to be a teetotaler John, or we might jump at the conclusion the old "White Mule" kicked you while you weren't looking.

Another one of our boys, Frank Gedgate, has joined the "Missing Appendix Club" after being rushed to the St. Francis Hospital two weeks ago, but came home last week and expects to be top gallant again soon.

Pete Seegos was very fortunate in winning a brand new automobile at one of the contests that have been going on in the City. After the drawing and Pete received the automobile, he was asked to give a speech, so he generously responded by saying. "I always thought the place was crooked until now" and walked off the stage. Pete must have been born in Missouri.

Has anyone seen Sam Navarra in his brand new car? Sam is mighty proud of it and figures to keep it for a long time.

J. D. Wilks made a flying trip to Reno to promote some of his mining stock and get things agoing, now that gold is selling at such a high price. According to Jim's story, he really has things in the bag when he gets everything in working order and the ore producing.

W. D. Singer and wife, on his happy day off went down to take a good look at the San Francisco-Oakland Bay Bridge. They made a complete survey of it and passed everything O.K.

Howard Estus and G. La Brash, one of the Ace crews on the No. 17 Line say they have no trouble at all in making the time on their run now. Howard say's no matter how hard the going is, George is always there to back him up, which makes working a pleasure.

Jean Hourcaillou, one of our all round Trainmen, was happily married on April 22nd, according to rumor. We all wish to extend our hearty congratulations to you Jean and hope you will have a smooth voyage through life.

From now on, we will be humming "Empty saddles in the old corral" for a few of the boys are away on their vacations. E. Nevers and C. O'Neill have left to visit their family in Canada. Joe Angeles is getting a slant at the Pacific Slope for two weeks. H. A. Barrill is going to the Pitt river to get a breath of mountain air and do a little light fishing.

George Simpson will be leaving for Hollywood soon.

A. Stocker and A. Gould will be away most of the month on business errands, while I suppose lowly me will have to buy a bag of apples (Don't you say peanuts) and go to Golden Gate Park, for it's a cinch I can't sleep the full vacation.

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Ferry Scandals

By R. A. ELLIOTT

As we sat down to write this up, George Economau sat down and took off his shoes. He found them full of journal soap. Of course, no one was seen putting the soap in George's shoes, but several of us heard Harry Reed make the threat that he was going to do it. It seems that Harry made his word good.

The whole thing started with someone putting lamp-black or shoe polish on the sweat band of Steve's and Harry's caps. Steve just took his as a joke and let it pass but Harry seems to think George was responsible and retaliated.

George says that he had nothing to do with the caps but he will make Harry suffer now after the soft soap in his shoes.

* * *

Pop Spencer has bought a monkey. Paid $8.20 for it and says it eats anything the rest of the family does. Can anyone tell us what Pop wants with a monkey?

* * *

D. Davies is back on his old collecting job again. He has been bumped twice but neither man seemed to like the job after he got it. At least, that is what Dave tells, but we have an idea that Dave is buying someone off.

* * *

Mr. L. Brown failed to claim his thousand dollar tax exemption this year. He says he is just out $43.60. You should hear him moan. Well, after all, $43.60 is enough to make any of us moan if it was only through our personal negligence that we had to pay it. I'll bet that Mr. Brown doesn't forget it again.

* * *

Someone around the Loop has a very peculiar sense of humor. They burned Jim Gardiner's overalls as a joke on Pat Martin.

Familiar Sights and Sayings at the Loop

Carl Edell—Trying to talk over the telephone.

Pop Spencer — Whistling the Dill Pickle Rag and patting his foot.

John Sanders — Throwing a little package in the garbage can every night on the way home.

Geo. Economau—Tell him to stop at the barn, I am eating.

Harry Reedy—No, I don't think we had better do that, the Boss might not like it.

Bill Barry—Let me have that, I want to make a copy of it.

A. J. Schaap—Visiting Jim and Bill on his lunch hour.

T. O. Stevens—Watch my Loop a few minutes.

J. Thiebault—Rushing home to lunch, dragging back 2 hours and 15 minutes later.

Mr. Brown—Dropped over the rail.

D. Davies—Hurrying to catch a ride home on the wrecker.

Bill Craig—Rushing to help Jim or George on a job when he knows there is nothing for him to do.

W. C. Archer — Why don't Harry answer the phone?

Tom Barnett—Catching 12 Ingleside at 3.27 every afternoon.

George Karahaloes—Don't say anything, Boss, I've already bawled myself out.

Roy Spencer—I didn't get to bed till 2:00 o'clock this morning.

W. M. Loughrey—Roy, how will we work this out?

R. Elliott—Minding his own business and bothering no one.

* * *

It is regretful that we should have a judas among us here at the Ferry Loop and that is in the person of our friend "Ralphie".

But as the saying goes, every dog has his day and he should be rewarded generously.

Washington and Mason

By ROBERT LINEHAN and NICK OBRITSCH

High, Ho! the Merry-o! The merry month of May, spring, sunshine and flowers, sunny days, balmy nights, etc. And Washington and Mason again appears, after a long absence could almost be called the forgotten Barn. But your new correspondents will try to keep it in the headlines for awhile.

One may be more clever than another but not more clever than all of us.—La Rochefaucauld.

This is the first opportunity we have had to congratulate Eddie Hart, our dapper conductor, on his new position as Day Dispatcher, and know he will be just as popular with the boys as their superior, as he was a fellow worker. Good luck, Eddie, and will all work with you to make it easier.

In the Spring a young man's fancy gently turns to that thing called love, two of our boys are taking this pretty seriously, and in the future—Well, one can never tell. Howza bout it C. Cash and E. Gabriel?

Bill Burden claims to have not caught a single fish in the last two weeks, Frank Rivers has out-fished him every time. Nice going Frank.

Fred Puchue who has been recuperating in the French Hospital for the past few months, will soon be home, and hope to see Fred back on the job again in a few weeks.

Timmy (Kitty Car) Riordan is doing fine on his new run on Jackson. Before the signup, you could hear Timmy any time of the day asking the gripman on Jackson, "How's the rope, Steve? Begorry! if it is no good, sure and I'll be going back on Powell again."

Joe Sunseri has again purchased a machine, saying he had to on account of the early run he has now. But we think that it's the call of the open road Joe, and with summer coming on, we don't blame you.

Looks like a big season for baseball. All the players have been limbering up their arms. All but the manager. Looks like a holdout fellows. He better get in shape as we expect some good games this year.

The height of A. Rice's ambition is to get behind the controls of a 40 car, or in other words, sitting in the driver's seat.

Mr. Tanzer is all smiles these days, since his old side kicker, Leo Dahl, is back on the job again. Leo, who has been off for a few weeks due to a major operation, is glad to be back at the old grindstone again.

Johnny Collins, who is now on the Sacto line, will be singing, "China, China my China Town," for the next two months. Also we may say Johnny seems to have taken a craving for licorice whips, and is now saving his pennies to buy them with. Good stuff, but don't let it get you down, Johnny.

Diamonds are only chunks of coal
That stuck to their jobs, you see.
If they'd played out like most of us do,
Where would the diamonds be—
It isn't the fact of making a start,
It's the sticking that counts, I'll say.
It's the fellow who knows not the meaning of fail
But hammers and hammers away.
Whenever you think you have come to the end
And you're beaten as bad as can be,
Remember that diamonds are chunks of coal
That stuck to their jobs, you see.

Floyd (Baby Face) Carl, the handsome boy from Idaho, has a few of the other sheiks on the line frowning. With his keen looks and curly hair, Oh! Boy! are they worried. Don't let it bother you, fellows, as there are rumors the Love-Bug has bitten our romantic Romeo and that's that.

Johnny (Windy) Ligouri is an up and coming pool player and will soon be challenging the best of them maybe. He practices every night believing in the saying, practice makes masters. But in our opinion the more practice he gets the worse he gets. We know when Johnny reads this he will say, "Well, I have a lot of fun anyway."

Many of the boys whose vacations are soon due, are getting the old gas-buggies tuned up so they can sally forth to some secluded spot for a couple of weeks and take life easy. Then when they get back they wonder why they ever went. Such is life.

Chas. Calvo for the last six months has been threatening to pass up his run and go on the extra list. We think he is just kidding us or do you really mean it Charlie?

Ray Silva had it all fixed up with his father so they could have the same day off. But Pop's too smart for the kid.

If any one has any items of interest please give them to your correspondents for our sheet, as every bit helps to make it that much bigger. That's all till next month.

First Choice

Husband: "My dear, we simply must get rid of that cook. Did you ever see a more frightful chop than the one I've just put on my plate?"

Wife: "Yes, dear. The one you've just put on mine."

During the past ten years, accidents have taken nearly a million lives.

Fishing Etiquette

Angler (describing fish that got away): "He was that long — oh, a whopper!"

"You shouldn't ha' rushed him. You should ha' played him!"

" 'Played him'! When I go to fish I go to catch fish, not pianners!"

Sure, He Can Play

My sister and her consin Elsie were playing house together when my brother, who is three, came along and desired to play with them.

They did not want him, so Elsie said, very tactfully, "All right, you can be the little boy that got lost and never came back."

A Soft Word

"But, lady," protested the tramp, "since you were a small tot—nearly 20 years ago—I've always received something from this house."

"W-why, that's different, my good man, I'll see what I can do."

Just the Thing

"Don't you think Miss Gossip has a very appropriate position at the bank?"

"What is it?"

"Teller."

The Cake Short

"Say, waiter, I ordered strawberry shortcake, and you brought me a plate of strawberries. Where's the cake?"

"Well, suh, that's what we is short of."

Hm-m!

"What do you think about Rose marrying the son of an Arabian sheik?"

"I think she's wasted on the desedt heir!"

In Suspense

Flo: "I don't intend to be married until I'm thirty."

Rea: "I don't intend to be thirty until I'm married!"



Face the Sun

Don't hunt for trouble,
  But look for success
You'll find what you look for,
  Don't look for distress.
If you see but your shadow
  Remember, I pray,
That the sun is still shining,
  But you're in the way.

Don't grumble, don't bluster,
  Don't dream and don't shirk;
Don't think of your worries
  But think of your work,
The worries will vanish,
  The work will be done;
No one sees his shadow,
  Who faces the sun.

—Fleetwood



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Rhododendrons are Blooming, Now—G. G. Park

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